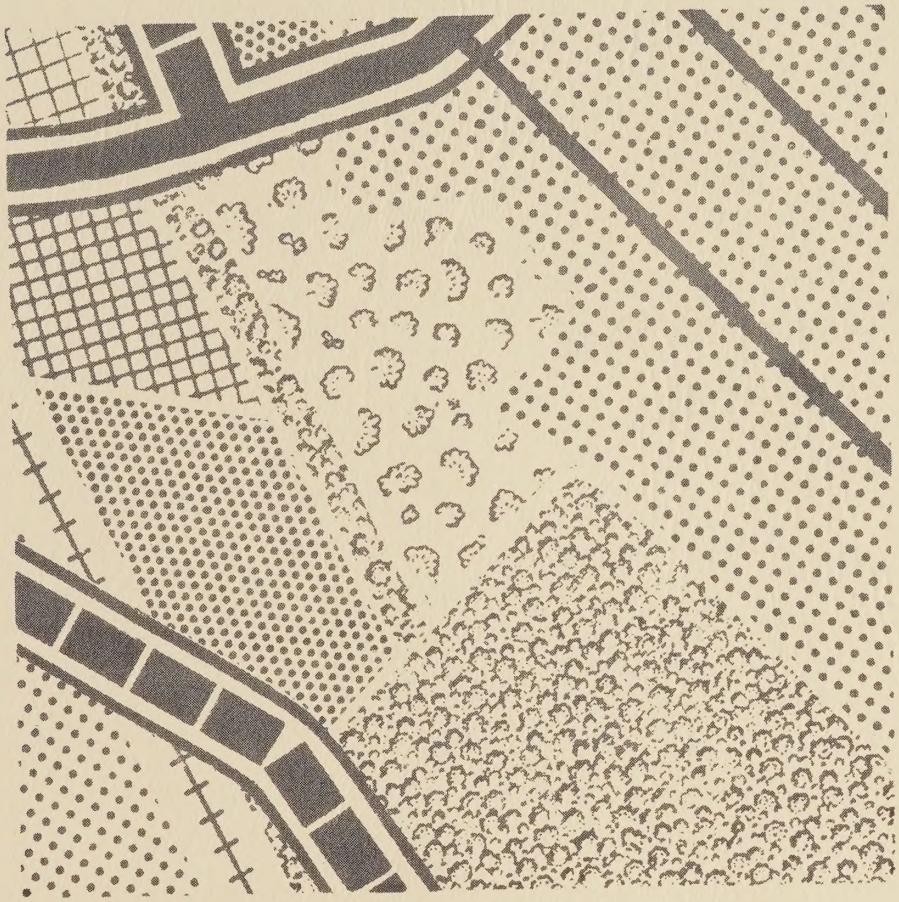
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CIRCULATION AND TRANSPORTATION ELEMENTS OF THE LAND USE,



GENERAL PLAN

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LAND USE, CIRCULATION AND TRANSPORTATION ELEMENTS OF THE GENERAL PLAN

CITY OF SOUTH SAN FRANCISCO

June, 1984

Approved by Resolution No. 2320 adopted by the South San Francisco Planning Commission on the 27th day of January, 1983. Revised policies were approved and recommended to the City Council by the Planning Commission on February 9, 1984 and May 31, 1984.

Adopted by Resolution No. 92-84 by the South San Francisco City Council on the 27th day of June, 1984.

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I. INTRODUCTION

Background

This document is an update of the Land Use and Circulation Element previously adopted as the Orderly Growth Element of the 1969 General Plan. Included are the current land use, circulation and transportation policies of the City of South San Francisco. Also reflected are changes in State legislation, City Council and Planning Commission policies and public and private attitudes that have evolved since the 1969 Plan was adopted. More detailed land use data is contained in the Technical Appendix and Environmental Impact Report of the General Plan which are the major support documents upon which these elements are based.

THE LAND USE ELEMENT

The Land Use Element meets the intent and requirements of California Government Code Sections 65302(a) which requires a land use element that consists of the following:

> "A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."

The Land Use Element is the written and graphic statement of the City's policies and programs for the future use of land within South San Francisco's corporate limits and sphere of influence. Land areas outside of the city limits but within the City's sphere of influence as adopted by the Local Agency Formation Commission (LAFCO) are also included for purposes of proposing compatible uses in the event of future annexations and as a basis for cooperative planning with other jurisdictions.

The Land Use Element, together with the Circulation and Transportation Element are the primary General Plan policy elements. Other elements of the Plan, to differing degrees, contain policies or proposals which relate to the Land Use Element. While each land use type has certain basic land area requirements and service needs, the distribution of uses is significantly influenced by the availability of circulation and access, geologic circumstances, noise factors and the desire of residents for open space and aesthetic qualities. Specifically, those elements related to the Land Use, Circulation and Transportation Elements include Housing, Open Space, Conservation, Noise, Scenic Highways, Seismic and Safety.

The Land Use Element consists of both the narrative (this text) and the "Land Use Diagram" (contained in the envelope on the back cover.) The text defines the land use categories and includes various land use policies for the City of South San Francisco. The "Land Use Diagram" is a visual representation of the proposed land use pattern and circulation system for the community.

CIRCULATION AND TRANSPORTATION ELEMENT

The Circulation and Transportation Element reflects South San Francisco's current policies on the future location and general alignment of major highways and freeways. It also includes new policies on other types of transportation systems, especially those designed for public transportation.

Government Code Section 65302(b) requires a circulation element in all City general plans, as follows:

"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

In addition, Government Code Section 65303 states that "the General Plan may include the following elements or any part or phase thereof:

(C) "A transportation element showing a comprehensive transportation system, including locations of rights-of-way, terminals, viaducts and grade separations. This element of the plan may also include port, harbor, aviation and related facilities."

The Circulation element is intended to describe facilities for the movement of people and goods throughout the City. It includes a plan of the streets, highways, rail and air transportation facilities designed to serve the community in the most efficient manner. The Circulation Element is related primarily to the Land Use, Housing and Scenic Highways Elements. Circulation routes must consider the accommodation of public utilities, the intensity and pattern of land uses and the provision of logical connections between destination points for access and safety. Transportation routes must be sensitive to employment locations and concentrations of residential areas to be served.

REGIONAL AND LOCAL SETTING

Regional Setting

South San Francisco is located on the west shore of San Francisco Bay in Northern San Mateo County. The City is built upon the Bay plain and the northern foothills of the Coastal Range. The City is surrounded by the San Francisco Bay to the east; San Bruno Mountain, the City of Daly City, the City of Colma and the City of Brisbane to the north; the City of Pacifica to the west; and the City of San Bruno to the south. Major transportation links to the City include the Southern Pacific Railroad, U.S. 101, Interstate 280, Interstate 380 and San Francisco Airport. The San Andreas Fault rift zone is a major geologic feature passing through the western portion of the City.

Local Setting

The City of South San Francisco is one of a ribbon of communities extending from San Francisco to San Jose along the west shore of San Francisco Bay. The land area within the present city limits measures approximately 8.4 square miles. Elevations rise from sea level to about 500 feet along the western city limits.



REGIONAL SETTING

0 2 4 8

Map Scale in Miles

FIGURE NO. 1



LOCAL SETTING

0 4000

Map Scale in

FIGURE NO. 2

South San Francisco is characterized with mild temperatures ranging from about 50°to 75° in the summer and 36° to 55° in the winter. In the hilly portions of the City, wind and fog are a predominant weather factor.

Most of the land in South San Francisco has been developed. A limited amount of land is being used for agricultural uses.

Some natural slopes and hillsides currently exist. These include the south slope of San Bruno Mountain and portions of Sign Hill. These remaining slopes are characterized by natural grasses and rock outcroppings.

Planning Areas

The basic planning unit in the City is the "Planning Area".This is a defined area, usually bounded by major physical features such as arterial streets, drainage channels and railroad tracks. Specialized planning areas such as the Downtown Business Center, the Oyster Point Marina and South Slope area are also indicated on the Map entitled "Neighborhoods and Other Planning Areas" (Figure 3).

Major Governmental Jurisdictions

Several major jurisdictions control or influence growth in the City of South San Francisco. The Colma Creek County Flood Control District encompasses the Colma Creek Drainage area and serves the Cities of South San Francisco, Daly City, Colma, San Bruno, Pacifica in addition to certain unincorporated areas. The South San Francisco Unified School District provides elementary, intermediate and secondary educational services for the community.

The City governmental structure provides most basic services including general administration, police, fire, public services and sewage disposal. Water service is provided by the California Water Service Company for the area east of Junipero Serra Boulevard. The area west of Junipero Serra Boulevard is served by the Westborough County Water District. The South San Francisco /San Bruno Water Quality Control Plant is operated by the City. The plant treats sewage from San Bruno, a small portion of Daly City and Colma under a joint powers agreement. In addition, treated sewage from Millbrae, Burlingame and the San Francisco Airport is transported by the South San Francisco outfall structure to San Francisco Bay.



0 2000 4000

Scale in Feet

NEIGHBORHOODS

NEIGHBORHOODS AND OTHER PLANNING AREAS

FIGURE NO. 3

II. POPULATION AND LAND USE TRENDS

Population Trends

Between its incorporation in 1908 and 1940, the population of the City increased to approximately 6,000 residents. By 1940 the City had a land area of approximately 5 square miles. During World War II, the community became a major ship building center. Following the war, many new single-family subdivisions were constructed at a rapid pace. During the late 1940's and 1950's additional land was annexed and new neighborhoods created. These included Brentwood-Avalon, Buri-Buri, Winston Manor and Sunshine Gardens. The 1950 U.S. Census revealed a nearly three-fold increase in population from 6,290 in 1940 to 19,351 in 1950. By 1960, the population had more than doubled to 39,418. With the construction of the Westborough and Stonegate Ridge Planned Communities, the 1980 population of the City reached approximately 50,000. (See Figure 4).

Land Use Trends 1967-1982

In 1967, the major land use in South San Francisco was single-family residential (26.2%) followed next by industrial uses (16.3%). More than 25% of all land area was undeveloped at that time.

By 1982, the amount of vacant land decreased to about 11.2% due mainly to the growth of industrial and multi-family residential uses. Parks and recreation facilities more than quadrupled from 1.3% in 1967 to 5.5% in 1982. Commercial uses increased slightly from 5.2% in 1967 to 6.8% in 1982. The percentage of city streets, utilities, freeways and railroad right-of-ways generally remained about the same.

During the 1970's and early 1980's major land use trends were characterized by the following:

- A decrease in the construction of single-family dwelling units.

- An increase of planned residential developments including townhouses and condominiums.

- A decrease in heavy industrial uses.

- An increase in distribution centers, office-warehouses, research and development and high technology uses.

- The revitalization of the downtown including new street improvements and remodeling of various buildings.

- The closure of Bethlehem Steel Plant and the redevelopment of the site for new office and commercial uses.

The 1980's and Beyond

During the 1980's, South San Francisco will experience a dramatic increase in new office, commercial and research and development centers. These will include the Gateway Center, Oyster Point Business Center, Sierra Point, and the former U.S. Steel/American Bridge site. Major new residential developments expected to be constructed during the next ten years include 745 dwelling units on the

South Slope of San Bruno Mountain, 155 dwelling units in the Stonegate Ridge Planned Community, 109 additional dwelling units in the St. Francis Terrace Condominium project (west of I-280) and 92 townhouse condominium units on the former El Rancho Drive In Theatre Site. During the 1980's, it is projected that more than 3.5 million square feet of commercial and office building space, nearly 2.0 million square feet of building space for research and development, distribution and high technology uses and approximately 1500 additional dwelling units will be constructed within the City.

The City population is expected to stabilize at about 55,000 residents. Most remaining vacant properties are expected to be developed during the 1980's. It is expected that many blighted properties in the downtown and older industrial areas will be rehabilitated or privately or publically redeveloped.

Housing rehabilitation and room additions will become more prevalent as residents will prefer to upgrade existing residences rather than attempt to purchase new dwellings at higher prices and interest rates.

New open space areas will be provided on San Bruno Mountain, Sign Hill, the San Francisco Bay Shoreline and Oyster Point Marina. The expansion of recreational facilities in existing parks is also projected.

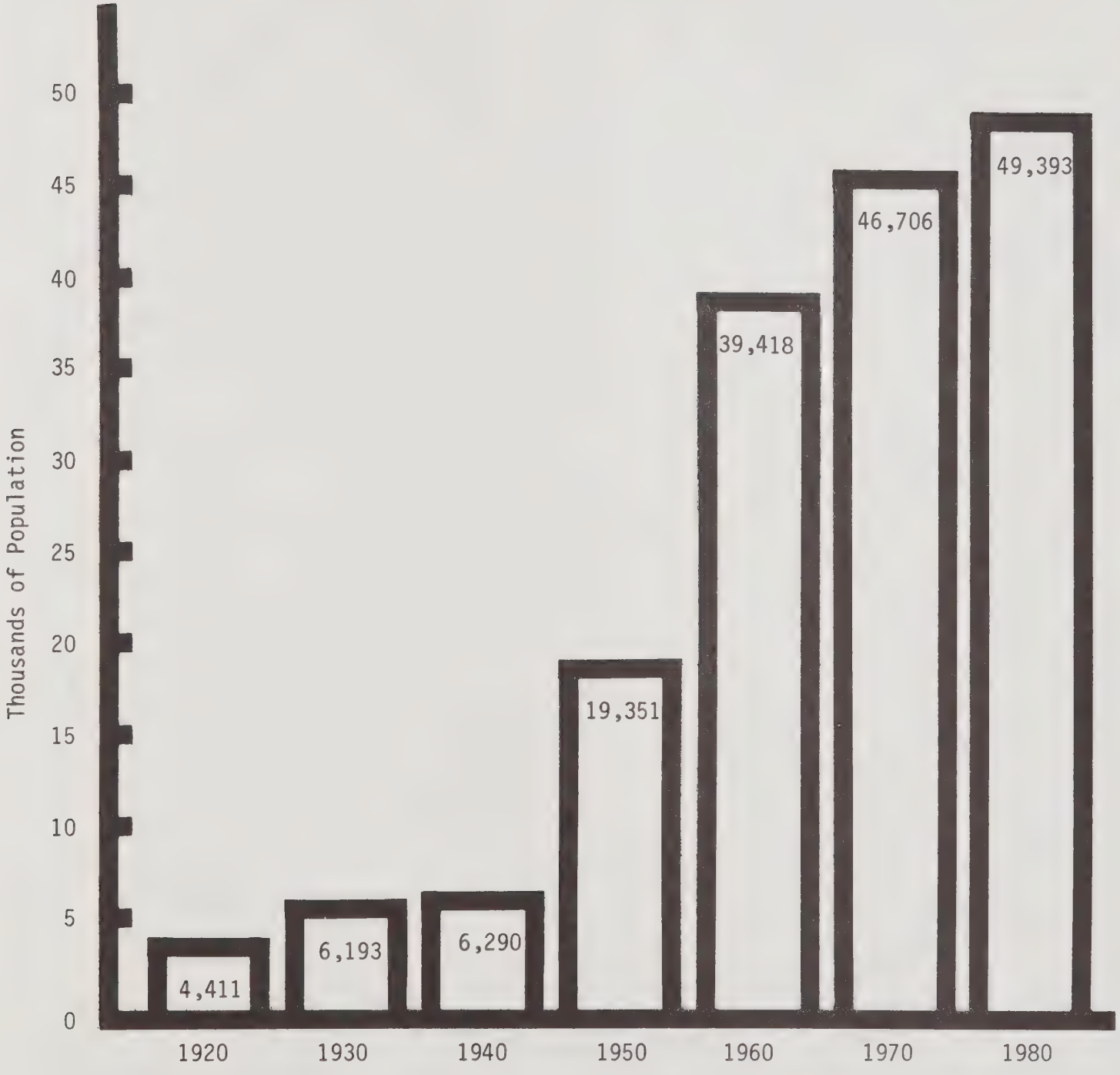
The amount of publically-owned land is expected to diminish as budgetary pressures will encourage both the City and School District to dispose of their excess properties.

Traffic will increase substantially during the 1980's and beyond. Traffic safety and congestion, noise and air pollution will continue to be major planning issues in the 1980's as major new residential and office developments are completed.

Public transportation will be improved with the expansion of Cal Train Commuter service, increased numbers of SamTrans routes, and the possible extension of BART to the San Francisco Airport. Traffic circulation, particularly east of the Bayshore Freeway will be improved when the East Grand Avenue and Oyster Point Boulevard interchanges are completed.

In summary, South San Francisco has experienced tremendous growth during the past several decades. This growth will continue as current development and redevelopment proposals are completed. How the community fully addresses this growth and how the quality of the life of the City will be affected, will depend on attention given to the planning process, the continued involvement of our citizens and the decisions made by elected and appointed officials.

CITY OF SOUTH SAN FRANCISCO
HISTORICAL POPULATION COUNTS

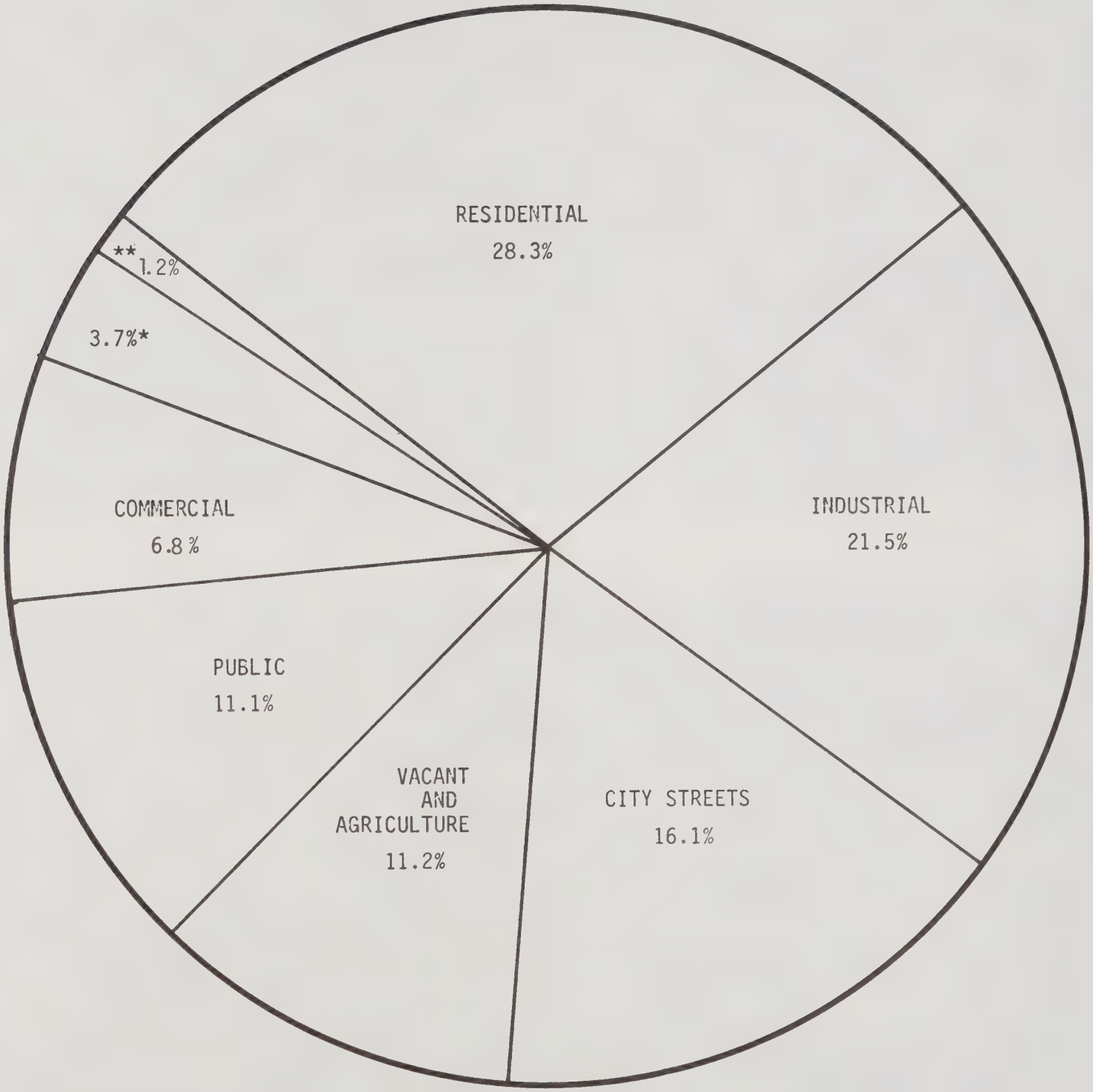


SOURCE: U.S. CENSUS

FIGURE NO. 4

EXISTING LAND USES

1982



* FREEWAY AND RAILROAD RIGHT-OF-WAY

** UTILITIES

FIGURE NO. 5



South San Francisco - 1939

FIGURE NO. 6



South San Francisco - 1981

FIGURE NO. 7

III. GENERAL LAND USE POLICIES

GENERAL LAND USE POLICIES

These general land use policies address the major planning issues and problems in the City of South San Francisco. Specific policies which apply only to a certain neighborhood or area in the community are contained in the "Planning Areas" section of this document

Steep Hillsides

Most of the level properties in the City have already been developed. Many of the remaining vacant properties contain steep slopes which exceed 30% grade. Many of these steep slopes are visually prominent and have unstable conditions. Such slopes should, therefore, be substantially preserved in their natural state.

Policy 1	Steep hillside areas in excess of 30% grade should be retained in their natural state. Development of hillside sites should follow existing contours to the greatest extent possible. Grading should be kept to a minimum.

Large Trees and Natural Vegetation

South San Francisco has very few large trees or areas with significant natural vegetation. Those few areas which exist should be considered a valuable public resource and preserved.

Policy 2	Large trees and significant clusters of vegetation should not be removed without prior City approval.

Annexation

There are four major unincorporated areas which have been designated within South San Francisco's Sphere of Influence. Each area should be annexed to the City and have land uses which are compatible with surrounding City neighborhoods.

Policy 3	The Country Club Park area, McLellan Nursery, California Golf Club, and Ponderosa School should be annexed to the City.

Earthquakes and Land Slides

The main trace of the San Andreas Fault traverses through the westerly portion of the community. There are also some potentially unstable slopes, particularly in the northerly and westerly portions of the community. Before any significant amount of grading or development is permitted in these areas, a complete soils and/or geotechnical investigation should be completed and accepted by the City.

Policy 4	Because of potential earthquakes and land slides, extensive land filling and grading should be permitted only after an environmental impact report has been prepared and certified which fully addresses soil stability problems and appropriate mitigation measures have been required.

Day Care Centers

As a result of increasing numbers of working parents, there is a greater demand for day care facilities throughout the community. These facilities should be located in properly designed structures with convenient access to residential areas.

Policy 5	The establishment of day care centers should be encouraged throughout the community.

Utilities and Public Services

Before any new major developments are approved, it is important that a complete investigation of support utilities and public services be made and the decision makers assured that new development can be reasonably serviced by the City.

Policy 6	No development proposal should be approved if supporting utility systems and public services are inadequate to accommodate the proposed development.

Transportation Management

Major traffic impacts will be created as a result of major office, research and development and commercial projects which are planned to be constructed in the next ten years. Transportation Management Plans can be one of the most significant methods by which the City can mitigate potential traffic problems. These plans should be prepared before any major project is constructed.

Policy 7	Transportation management plans should be required in connection with high employment and high traffic generating uses.

View Preservation, Light, Air and Solar Access

New high intensity infill development can adversely affect surrounding uses if adequate provisions are not taken to protect view preservation, light, air and solar access. Proper site planning and consideration of setbacks, height and proper scale will aid in addressing these concerns.

Policy 8	View preservation, light, air and solar access should be considered in the approval of all new projects in established areas.

Surplus School Properties

Between 1973 and 1980, the enrollment of students in the South San Francisco Unified School District decreased about 24% from 13,406 to 10,174 students. In the past few years, the School District has closed Avalon, El Rancho, Martin and Southwood Schools. Other vacant School District lands are also being considered for future sale or lease. Most of these properties are fairly large and located near established residential neighborhoods. The development of these sites should be limited to uses which are similar to and compatible with uses in the surrounding area.

Policy 9

Surplus school land, if sold, should only be developed with uses which are compatible with existing uses in the surrounding area and consistent with the land use designation specified on the Land Use Diagram.

Vacant Schools

As portions of existing schools become vacant, unused school facilities are being leased out for various private, public, and quasi public uses. Such new uses should be non-intensive in character and not adversely impact uses in the surrounding area.

Policy 10

Uses in vacated schools should be limited to non-intensive, light traffic generating, and predominately day-oriented uses. Specific permitted uses should be established for surplus school properties which are leased to private, public or non-profit organizations.

Nonconforming Buildings & Uses

Major changes to the General Plan or Zoning Ordinance often result in certain buildings and uses being made non-conforming with respect to the new Plan or Ordinance. The long range goal of the City is to phase out non-conforming uses and buildings. However, since phasing out is often a lengthy process it is not, in the interim, advisable to allow non-conforming properties to deteriorate and become blighted. During this interim period rehabilitation and code correction should be permitted.

Policy 11

The improvement of nonconforming uses and buildings should be permitted provided the area occupied by the nonconforming use or building is not increased.

In-fill Properties

Practically all of the remaining vacant land in the community is located within existing residential, commercial and industrial areas. New infill development should be reviewed for its compatibility with the existing uses and long range plans for the area.

Policy 12 — The construction of buildings on in-fill properties should be compatible with surrounding uses.

LAND USE CATEGORIES

The land use pattern in the City of South San Francisco is divided into four major categories:

- Residential
- Commercial
- Industrial
- Open Space

These categories are indicated on the "Land Use Diagram" which specifies the locations for each of the uses throughout the community.

Within each category are subcategories which are used to identify the intensity or type of uses deemed appropriate in certain areas of the City. For example, the Residential category is divided into low, medium and high density residential.

The following Section defines each subcategory, identifies major land use issues and sets forth specific land use policies and standards.

Residential Land Use Category

Three residential land use categories are described in the Land Use Element and are distinguished from one another by intensity of use.

Benchmark density is based on the number of dwelling units per residential acre. In South San Francisco, density is based on units per net residential acre rather than on units per gross residential acre. This criteria is being used because most of the City is "built out" and required service streets have already been constructed. Density should be reduced on steeply sloping properties because such slopes are considered less developable. A net density criteria allows a standard way to compare proposed developments with existing developments.

Policy 13 — The benchmark density (units per net acre of land) shall be the number of dwelling units proposed on a specific site for each 43,560 square feet of raw land exclusive of land dedicated for new public streets. When the average cross slope of a property is between 20% and 30% of the entire site the City may reduce the net density of a residential project up to fifty percent (50%) of the benchmark density in order to discourage grading and the

destruction of natural hillside environment. When the average cross slope of a property is greater than 30% the City may reduce the net density by up to seventy-five percent (75%) of the benchmark density.

RESIDENTIAL LAND USE CATEGORY	MAXIMUM BENCHMARK DENSITY (UNIT PER NET ACRE)	MINIMUM LOT AREA PER DWELLING (SQ FEET)	COMPARABLE EXISTING ZONING DISTRICT
Low Density	8	5,445	R-1
Medium Density	15	2,904	R-2
High Density	30	1,452	R-3

Low Density Residential: Includes single-family, attached and detached dwellings on individual lots, including manufactured housing units and mobile home parks. Benchmark density shall not exceed eight (8) dwelling units per net acre of land. Related uses permitted in this category should include churches, schools, fire stations, parks, and child care facilities.

Medium Density Residential: Includes all uses permitted in the Low Density Residential category and duplexes, triplexes, fourplexes, and townhouse units. Benchmark density should not exceed fifteen (15) dwelling units per net acre of land.

High Density Residential: Includes all uses permitted in the Medium Density Residential category and multi-story condominiums, rental units, and two story office buildings. Benchmark density shall not exceed thirty (30) dwelling units per net acre of land.

Single-Family Character

The major land use of the City of South San Francisco consists of single-family detached dwellings. City residents identify very strongly with this low density character and desire to preserve it.

Instead of purchasing new dwellings and paying substantially higher mortgage payments, residents requiring additional living space have been constructing room additions to existing dwellings. Incentives should be created to encourage room additions and improvements to existing single-family residences.

Policy 14 — Rear yard setback requirements should be reduced in single family residential areas based on each individual neighborhood characteristics to allow room additions to be made without zoning variances.

Policy 15 — Room additions and accessory buildings should be architecturally compatible with existing single family dwellings.

Undeveloped properties which are suitable for single-family subdivision development often have unusual shapes, limited street frontage and other physical constraints. In order to encourage single-family developments on such sites, innovative designs, such as zero side line setbacks, building clustering, and other planned development concepts should be permitted.

Policy 16 — The use of zero side line setbacks (one side) and clustered housing designs should be encouraged in all new single family residential projects to maximize useable open space in each development.

"Home occupations" provide opportunities for homeowners to work out of their homes. As long as such uses are strictly limited in size and intensity, home occupations are a proper land use in residential areas.

Policy 17 — Only non-intensive home occupations should be permitted in residential neighborhoods.

The proper maintenance of residential neighborhoods is necessary to maintain property values, reduce health and safety hazards and preserve the attractiveness of these areas.

Policy 18

A City-wide property maintenance program should be instituted in all residential areas to eliminate conditions which would adversely affect property values.

Many recreational vehicles are stored in residential neighborhoods. These vehicles can significantly alter the visual character of an area. They often obstruct visibility and block sidewalks and streets.

Policy 19

Large motor homes, boats, campers, and other recreational vehicles should be screened from public view when stored on residential properties. Recreational vehicles should not be allowed to encroach on the public right-of-way.

Multiple-Family Housing

In 1970 there were 3,077 multiple-family dwelling units in the City. These included both ownership and rental units. By 1982 this number had increased to about 5,433 or nearly 30% of all dwelling units in the City. Most new multiple-family units are being built as condominiums (ownership) units. These units are often investment properties and are rented. It is estimated that between 30% and 40% of all new condominium units are currently being rented.

Multiple-family residential projects range from older apartment type structures, built in the 1950's and 1960's which have substandard off-street parking and landscaping to new condominium projects such as St. Francis Terrace located along Highway 280, south of Westborough Boulevard which has extensive landscaping, adequate parking, and an overall interesting design and character.

Policy 20

Non residential and multiple family, condominium, and townhouse residential uses should not be allowed to encroach into established single family detached residential areas.

Policy 21 — The height of new condominiums, townhouses, and rental apartment buildings should not exceed two (2) stories in height in low density areas and three (3) stories in height (including two (2) stories over parking) in medium density residential areas of the City. Taller residential buildings should be restricted to High Density Residential and Planned Commercial areas of the City.

Very few rental apartment housing units have been constructed during the past few years. The following table indicates recent rental housing building trends:

Year	# Rental Apartment Units Constructed
1977	157
1978	165
1979	154
1980	0
1981	5

This trend is due, in part, to high financing, land and construction costs, lower building densities, and increased parking requirements.

In 1982 the vacancy rate for all multiple-family apartment units was approximately 1.8%. A 5% vacancy rate is considered the minimum required for residential mobility.

The wholesale conversion of apartment units into condominium units is undesireable as such conversions would further deplete the availability of the existing rental stock for elderly persons, one person households and young families.

In 1981, South San Francisco had 553 affordable housing units. This comprised 3.1% of all units in the City.

Policy 22 — The construction of small rental and ownership units for one person households should be encouraged, particularly in the downtown business area.

Policy 23 — The conversion of multiple family dwellings to condominiums and stock cooperatives should be prohibited unless the vacancy rate for all multiple family dwellings in the community exceeds five (5) percent.

Policy 24 — Senior citizen apartment housing should be allowed to be constructed to a density of 50 units/acre and off-street parking provided at a ratio of one space for each four dwelling units.

Manufactured Housing

Manufactured housing would provide affordable housing units on conventional single-family lots or within planned mobile home park developments. Most of these units are now designed very similar to single-family detached dwellings with all the amenities that most homeowners seek.

The area bounded by El Camino Real, Colma Creek, the northerly City limit line, and Westborough Boulevard/Chestnut Avenue has been identified as an appropriate area for high quality, fully landscaped and well designed manufactured housing or mobile home parks. This area is particularly well suited for this type of planned development because it has good vehicular access and is sufficiently separated from existing residential neighborhoods.

Policy 25 — Individual manufactured housing units should be allowed in all single family residential areas provided that the exterior appearance of the units is compatible with residential structures in the surrounding area.

Policy 26 — The establishment of new manufactured housing and mobile home parks should be allowed on the periphery of existing residential areas. The area located east of El Camino Real, west of Colma Creek, south of the City limit line and north of Westborough Boulevard/Chestnut Avenue is particularly recommended for manufactured housing development.

Mixed Uses

Because of increased energy costs, soaring land prices, and the limited availability of residential sites, mixed residential/commercial projects and buildings are becoming a very desireable alternative to single use developments.

One main advantage of mixed uses is the potential for joint use of parking facilities where one use has higher parking demands primarily during those hours when the remaining uses are not intensively used.

Policy 27	Areas that should be considered for mixed use include the Downtown Business area, the U.S. Steel property and properties along El Camino Real north of Westborough Boulevard.

Historical Preservation

In order to be classified as a historic building, a structure must be significant in American history, architecture, archaeology or culture; and possess integrity of location, design, setting, materials and worksmanship. "Historic" is generally accepted to mean: "First built before memory of living persons."

Some of the criteria which is used in the selection of historic buildings include the following:

1. The building is architecturally "pure" (free from major alterations).

2. The building is architecturally significant. For example, it is a rare or excellent example of a certain type of architecture, a product of a noted architect or builder, etc..

3. The building is historically significant. For example, it is a "first" of some kind, the former residence of a noted South San Francisco family, the site of a memorable event in the history of the City, etc..

4. The building is one of a group which, taken as a whole, exhibits architectural purity, architectural significance, or historical significance; or the building contributes to the setting of such a group.

5. The building is structurally in good condition.

In 1984 the South San Francisco Historical Society was researching and documenting various structures in the community that may have historical significance.

Policy 28	The City should require property owners to preserve, relocate and/or restore those buildings which have been identified as having historic, cultural or architectural value.

COMMERCIAL AND OFFICE LAND USE

Commercial areas should contain a variety of business, service and office uses. These areas are important because of the employment opportunities provided and because businesses provide goods and services needed by the community. The demand for commercial floor area is dependent, to a large extent, on area-wide population, disposable income, regional demand for particular goods and services, and work force availability. The following categories of commercial land use and their comparable zoning are indicated in the plan:

COMMERCIAL/OFFICE LAND USE CATEGORY	COMPARABLE EXISTING ZONING DISTRICT
Retail Commercial	C-1
Planned Commercial	C-2

Retail Commercial: Includes retail sales, services, offices, neighborhood and community shopping centers, grocery stores, fast food restaurants, banks, motels with fifty (50) or less rooms, and gasoline service stations.

This category also encompasses neighborhood commercial areas which provide space for retail sales, services and related activities needed to serve a residential neighborhood. This commercial land use is the most restrictive and least intensive of the two commercial categories in the Plan. Appropriate types of uses in this category are grocery stores, drug stores, personal service establishments, and branch banks.

Planned Commercial: Includes large, commercial planned unit developments and mixed commercial/residential uses, including office parks, hotels and motels with fifty-one (51) or more rooms, non-fast food restaurants, gasoline service stations, research and development uses, and high-rise apartment or condominium residential uses. The benchmark density of residential uses in this district should not exceed thirty (30) dwelling units per net acre of land.

Major areas designated Planned Commercial on the Land Use Diagram include the following:

- The Gateway Redevelopment project area.
- South Airport Boulevard area.
- Downtown Business Center.
- The Easterly side of San Bruno Mountain.
- Sierra Point.
- Ianforan area.
- El Camino Real. (North of Westborough Boulevard).

- U.S. Steel/American Bridge site.
- Westerly side of Oyster Point Marina.
- Easterly side of Oyster Point Business Center.

Fast Food Restaurants

Most of the major chain fast food restaurants in South San Francisco are located along El Camino Real between Arroyo Drive and Hazelwood Drive. Because these uses, particularly those with drive-in windows, often create problems related to traffic, loitering, odors and litter, such uses should be limited to certain areas of the City. Fast food restaurants have been generally accepted as an appropriate use in the south El Camino Real area because of the character of the surrounding retail uses, good vehicular access and its detachment from adjacent residential neighborhoods. Such uses would not be acceptable in other areas of the community as their presence would create conflicts with established residential neighborhoods and more restricted commercial uses.

Policy 29 — New fast food restaurants with drive-in windows should be allowed only along El Camino Real south of Westborough Boulevard.

Adult Entertainment

The City has determined that adult entertainment uses are objectionable and could have an adverse affect on surrounding land uses. Such uses should be permitted only in select areas which are separated from residential, non-intensive commercial, and public uses by substantial distance and major physical barriers.

Policy 30 — Adult entertainment establishments should be restricted to certain intensive commercial areas of the community.

Amusement Arcades

Amusement arcades having three or more amusement devices can create problems such as loitering, noise, juvenile delinquency and littering. They should be regulated and located only in neighborhood shopping centers. Specific safeguards should be imposed which could include supervision, security personnel, limitations on hours of operation, maximum occupancy loads and a limit on the number and location of machines allowed on any premises.

Policy 31	Amusement arcades having three or more amusement devices should be limited to established shopping center areas which have a generous supply of off-street parking and are substantially separated from adjacent residential neighborhoods. Further, school age children should be prohibited from using amusement devices during school hours.

24-Hour Convenience Food Stores

There are at least three 24-hour convenience food stores established in the community. Major concerns relating to these uses usually include the late night hours of operation, robberies and a high number of police calls, loitering by juveniles, litter problems and adverse effects on surrounding residential areas such as light, glare, traffic, etc. In order to reduce these impacts, a minimum distance between such uses is needed so as to prevent the proliferation of such uses in any one neighborhood. The appropriate location for these uses should be on a major thoroughfare, and separated physically from adjacent residential areas.

Policy 32	Convenience, all night food stores should not be located closer than one mile from each other.

Building/Site Design

The City desires to attract high quality land uses and desires that these uses be attractive as well as functional.

Design Review Guidelines and procedures have been adopted by the City to enable designers and developers to clearly understand the City's intent with respect to site and building design.

Policy 33	The Design Policy of the City of South San Francisco is to: PROMOTE quality design PROMOTE a functional, safe and attractive environment PRESERVE the character of South San Francisco heritage and PROTECT public investment and land values

Signs

There are many signs located throughout the community. Some signs detract from the architectural design of a building and can affect the overall appearance of the City.

Most wall signs and freestanding signs are subject to design review approval by the City of South San Francisco. Certain large signs and all off-site advertising signs are subject to approval by the Planning Commission.

An excessive number of signs or unusually large signs which are out of scale with a proposed use should be avoided. Colors of signs should complement the architecture of the adjoining building and and not adversely detract from uses in the surrounding area. Excessive copy, the advertising of products, and unattractive pictorial representation should be avoided. Banners, pennants, excessively large window signs, roof signs and certain projecting signs should be discouraged.

Freestanding signs should be designed to blend with the overall architecture of the site and utilize the same colors, materials, and texture of the main structure.

Comprehensive sign programs should be encouraged when there are three or more individual tenants located on the same site.

Signs should be located so that they do not project into public right-of-ways or into public easements. Individual illuminated letters are preferable to cannister signs since they are usually more compatible with the exterior design of a building.

Many off-site advertising signs are located in the community, particularly along Highway 101 and El Camino Real. In 1982, there were approximately fourteen off-site advertising signs along Highway 101 and approximately seven off-site advertising signs along El Camino Real. These signs create a poor visual image of the City, and often obstruct views and adversely affect property values.

Policy 34	To the extent legally practicable and to the extent that it is fiscally feasible from the city's viewpoint to do so, all existing off-site commercial advertising signs should be removed.
Policy 35	To the extent legally practicable and to the extent that it is fiscally feasible from the city's viewpoint to do so, no additional off-site commercial advertising signs or billboards should be permitted in the City. Certain existing signs may be allowed to be relocated to alternate locations if said alternate locations would have a less adverse effect on surrounding properties.

Policy 36	On-site identification signs should be reviewed as to size, height and number to prevent visual clutter throughout the community.

Hotels and Motels

Hotels and motels in South San Francisco range from larger hotels housing restaurants and meeting room facilities to smaller motels serving solely as a place for sleeping.

Older hotels and apartment/hotels are located along Grand Avenue and Cypress Avenue. These satisfy short and long term housing needs of one person households and low income persons, including the elderly.

New major hotels are planned in the Gateway Redevelopment Project area, at the Oyster Point Marina and along the easterly slope of San Bruno Mountain. The construction and rehabilitation of smaller motels is projected to occur along El Camino Real. Older downtown residential hotels will continue to provide short and long term housing for low income individuals.

Policy 37	Older hotels in the downtown area should be rehabilitated and converted to long term housing for the elderly and low income persons.
Policy 38	Hotels and motels having less than fifty (50) rooms should be limited to the El Camino Real area.
Policy 39	Hotels and motels having fifty (50) or more rooms should be limited to the area along the easterly slope of San Bruno Mountain and east of the main track of Southern Pacific Railroad.

Shopping Centers

There are approximately ten community and neighborhood shopping centers in South San Francisco. Some of these are in a deteriorated physical condition. They have little on-site landscaping, unattractive sign programs, poor maintenance and inadequate off-street parking. The newer centers such as Fairway Plaza and Gellert Square have been well designed and are properly maintained.

Shopping centers are often the focal point of a neighborhood. The upgrading and maintenance of these centers is necessary to preserve property values and reduce blighting influences in the community.

Policy 40 — The building area of established shopping centers should not be increased unless building facades, parking lots, and on-site landscaping are concurrently upgraded.

Truck and Car Sales

Truck and car sales are generally located along El Camino Real, Airport Boulevard, Chestnut Avenue and South Airport Boulevard. Certain of these uses, particularly those along Airport Boulevard and South Airport Boulevard are generally unsightly.

Policy 41 — New and used truck and car sales should be restricted to properties located along El Camino Real, south of Westborough Boulevard.

High Rise Buildings

The image of South San Francisco has been a community with predominently low-rise commercial and industrial buildings. This image will dramatically change in the next ten years. Most of the high rise buildings are proposed to be constructed on the east side of Highway 101 and on the east slope of San Bruno Mountain. These areas are suitable for such uses because of their proximity to major streets and highways and their separation from established residential areas.

Policy 42 — Mid and High-rise office buildings (4-20 stories in height) should only be permitted east of the Bayshore Freeway and along the east slope of San Bruno Mountain. Mid-rise commercial and/or residential structures not exceeding five (5) stories in height should be permitted along El Camino Real.

Policy 43 — The maximum height of commercial buildings in the take off and landing paths of the San Francisco Airport should be determined by criteria established by the City, the Airport Land Use Committee, or by FAA requirements, whichever is more restrictive.

Policy 44 — Buildings near the take off or landing paths of the San Francisco Airport should be required to have additional noise insulation to minimize interior noise levels.

Office and Industrial Parks/Housing Demand

During the next decade, more than 15,000 jobs will be created in the planned commercial and industrial park areas of South San Francisco. While only about 10% of these future employees are expected to reside in the City, more would choose to live here if additional housing was available. Because of increased energy and transportation costs, commuting from distant cities will become less and less desireable in the future.

Policy 45 — Housing demand impacts, as a result of new office and industrial developments, should be considered for all new major projects.

Card Rooms

Even though card rooms are not legally permitted in any zone district in South San Francisco, there are two card rooms located in the Downtown Business District which are considered pre-existing lawful nonconforming uses. Each establishment has nine (9) card tables. Because of their limited size, these card rooms have not created major crime-related problems in the community.

Information obtained from the State Attorney General's Office and newspaper accounts of activities occurring in large card rooms/clubs in Los Angeles County indicate that a wide range of illegal and crime-related activities occur in many of the card rooms/clubs in the State.

Card rooms tend to attract marginal support uses such as pawn shops, bars and cocktail lounges. These uses in concentrated numbers also tend to have a blighting effect on uses in the surrounding area. The potential negative influences of card rooms extend in a wide radius from the actual card room premises. Many commercially zoned areas are narrow in width and are adjacent to other uses. Card room uses in these strip commercial areas will adversely impact adjoining uses. In addition, the marketability of large tracts of developable land will potentially be adversely affected by the establishment of one or more card rooms within a developable tract.

A recent amendment to the Business and Professions Code amended Section 476 and added Chapter 5 (commencing with Section 19800) to Division 8 of that Code entitled "The Gaming Registration Act". Section 19819 of the Act prohibits a gaming club (i.e. card room) from being located within the territorial limits of any city which had not permitted gaming clubs prior to January 1, 1984, unless a majority of electors voting thereon affirmatively approve a measure permitting legal gambling within that city.

Policy 46

Card rooms/gaming clubs should continue to be uses which are not permitted in any zone district in South San Francisco, unless a majority of electors voting thereon affirmatively approve a measure permitting legal gambling within South San Francisco. Card rooms which presently exist in the community should be phased out of existence. Absent the approval of the electors set forth above, no new card rooms/gaming clubs should be allowed in the community, nor should the existing nonconforming card rooms be allowed to expand in area or in the number of tables operated or to relocate to another area of the City.

Retail Drive-Up Kiosks

Retail drive-up kiosks often have serious security problems because of their isolated locations in shopping center parking lots. Such uses usually result in the reduction of needed parking spaces and often create poor traffic circulation in commercial parking lots.

Policy 47

Quick service retail drive-up kiosks should not be allowed in additional areas of the community unless security and alarm systems are first installed to the satisfaction of the Police Department and traffic circulation within parking lots is not adversely affected.

INDUSTRIAL LAND USE

Industrial areas provide jobs and are employment centers for the community and surrounding region. Emphasis is placed on the production of goods and materials, distribution of manufactured products, warehousing, high technology and research and development. Certain commercial uses may be appropriate within these industrial areas if they do not conflict with the primary industrial land use. Low-rise office buildings or offices which are incidental to the primary industrial or manufacturing use should be encouraged as a secondary use.

Good transportation facilities and access to the freeway system are essential to the economic success of industrial areas. Close proximity to rail and highway transport and airport facilities is also very desirable.

Industrial areas should be aesthetically pleasing as well as functional. Architecture should reflect good design and blend with the existing buildings in the area.

INDUSTRIAL LAND USE CATEGORY	COMPARABLE ZONING DISTRICT
Light Industrial	M-1
Planned Industrial	PCM

Light Industrial: Includes light industrial, distribution, manufacturing, wholesale and warehousing uses, limited office uses, auto repair and painting, cabinet and woodworking shops and machine shops, including incidental retail sales and commercial service types of uses but excluding junk yards.

The uses in this classification tend to include a variety of smaller and low employment businesses. The light industrial area is proposed in the south central portion of the City in the Lindenville area.

Planned Industrial: Includes industrial parks, light manufacturing, distribution, wholesale and warehouse uses, limited and low-rise office uses, research and development and including incidental retail sales and commercial service types of uses but excluding auto repair, junk yards, and meat processing.

The Planned Industrial designation is intended to encompass a broad range of large employment and intensive industrial uses. The Planned Industrial designation is for the most part proposed easterly of U.S. 101 in the Cabot-Utah area and adjacent to Railroad and South Spruce Avenues. These areas have the advantage of rail service and direct access to the freeway system. These are also in close proximity to the San Francisco International Airport.

Newer portions of the Cabot-Utah area have well designed building and extensive landscaping. This design theme should be continued as the remaining vacant land is developed and older portions of the area are privately redeveloped.

Planned industrial areas located adjacent to residential or commercial areas should be required to provide buffer areas including setbacks, walls or fences and landscaping to reduce noise, traffic and odor impacts on the adjoining uses.

INDUSTRIAL ISSUES AND POLICIES

Heavy Industrial Uses

Certain heavy industrial uses often create unacceptable environmental impacts and cause health, safety, traffic or land use problems. Uses which produce flammable, toxic, odorous, or otherwise dangerous and/or offensive by-products should no longer be permitted in the City unless they are restricted in their intensity and location and negative environmental impacts mitigated.

Policy 48

Additional truck terminals, chemical plants, meat processing plants, auto salvage yards, above-ground flammable liquid storage, and other similar intensive industrial uses should not be allowed in the community in the future unless restrictive mitigation measures are implemented to eliminate any potential adverse environmental impacts.

Policy 49	Industrial uses which include substantial hazardous wastes should be prohibited in the community.
Policy 50	Industrial uses which generate a significant amount of exterior noise (55 dB CNEL or greater), odors and/or generate heavy truck traffic should not be permitted near residential uses.
Policy 51	All industrial storage yards should be screened from public view by extensive landscaping and/or fencing.
Policy 52	New auto repair and auto painting establishments should be limited to the Light Industrial areas of the community.

Industrial Parks

South San Francisco has two major industrial parks including the Cabot, Cabot and Forbes, and South San Francisco Industrial Parks. Each industrial park has its own deed restrictions and development standards, including minimum setbacks, landscaping requirements and height limits. For instance, Cabot, Cabot and Forbes has a minimum forty foot front yard setback requirement of which two-thirds must be landscaped. These standards/restrictions have resulted in well-designed industrial parks with park-like settings. These areas are also characterized by imaginative building designs, often utilizing "tilt-up" concrete construction materials.

While concrete buildings are cost efficient and have an attractive exterior appearance, they are also vulnerable to potential seismic activity and liquefaction, particularly on land-filled sites. Proper mitigation measures for new building design and retrofiting of existing structures should be required to minimize seismic-related problems in the future.

There has been a recent trend to construct large office-warehouse condominium buildings. These uses provide the opportunity for individual ownerships of small industrial firms while affording excellent building design and extensive landscaping.

Policy 53	Building coverage on any industrial site should not exceed sixty (60) percent.
Policy 54	At least ten (10) percent of each industrial building site should be landscaped.
Policy 55	The construction of "tilt-up" industrial buildings should be permitted east of the Bayshore Freeway only if seismic safety measures are provided in connection with these buildings.

Policy 56 — A landscaped front yard setback of at least ten (10) feet should be provided on each industrial building site.

Policy 57 — The conversion of leased industrial buildings to condominium industrial buildings should be encouraged in the community.

Policy 58 — Existing warehouse/office buildings which are proposed to be converted to manufacturing uses should be required to provide adequate off-street parking spaces on or in close proximity to the site to accommodate the new use.

Auto Salvage Yards

Most of the major auto salvage yards in the community are located along Harbor Way. A few smaller yards are located along Airport Boulevard and Cypress Avenue. Aside from the unsightly appearance of these uses, they have deleterious impacts on the surrounding properties and improvements. Auto salvage yards located west of the Bayshore Freeway are currently nonconforming. Legally established auto salvage yards located east of the Bayshore Freeway should be immediately upgraded.

Policy 59 — Legally established auto salvage yards located east of Highway 101 or south of South Canal Street in the Lindenville industrial area should be permitted to remain but should not be allowed to expand in the area, provided that all storage and loading activities are immediately screened by decorative walls or fences at least eight feet high and landscaping provided adjacent to the public right-of-way. All other auto salvage yards in the City should be phased out.

OPEN SPACE LAND USE

Open Space: Includes developed and undeveloped parklands, natural open space areas, wildlife habitat, waterfront areas including flood dikes, fishing piers, boat marinas, and drainage channels both in private and public ownership. Existing Open Space includes those areas which have already been acquired or permanently designated for open space. Proposed Open Space includes those properties which should remain substantially as open space.

Three open space categories are described in this section:

1. Open Space for Outdoor Recreation.
2. Open Space for Preservation of Natural Resources.
3. Open Space for Public Health and Safety.

These are distinguished from one another by their purpose and use.

In most instances, the most appropriate method of assuring that land remains in permanent open space is through public acquisition. Methods of accomplishing this are through outright purchase, acquisition of open space easements, and dedication as a condition of development. Other ways to preserve open space areas include incorporating these areas into common areas of homeowner's associations or allowing the development of these areas into private recreational uses such as the California Golf Club.

Open Space for Outdoor Recreation

Various park and recreation facilities have been established throughout the community. South San Francisco contains a variety of public recreation facilities, small neighborhood parks and playgrounds developed in conjunction with schools.

Nationally recognized standards for park development have been devised as a means of determining the distance relationships and size for recreation facilities. These standards are applicable for both local and regional facilities. These standards are adopted as city standards for future park development purposes. Currently South San Francisco has approximately 2.85 acres of playlots and parklands per 1000 population. The ratio compares very well with the following national standards:

TYPE OF OPEN SPACE	ACRES PER 1000 POPULATION	SITE SIZE (ACRES)	MINIMUM SIZE (ACRES)	SERVICE RADIUS (MILES)	APPROXIMATE POPULATION SERVED
NEIGHBORHOOD					
Playground	1.5	4	2	½	6,000
Park	2.0	10	5	½	5,000
COMMUNITY					
Playfield	1.5	15	10	1½	10,000
Park	3.5	100	40	2	30,000
REGIONAL					
Park	15.0	500-1000	100	10	100,000

Water oriented recreation areas for scenic enjoyment and recreation activities such as fishing and boating are important open space resources. Continued development of the Oyster Point Marina/Park is an important feature of South San Francisco's outdoor recreation open space plan.

Although the California Golf Club is a private facility located in unincorporated area, it serves a major recreational function and visual amenity for the City of South San Francisco. This area is designated for continued recreational and open space use.

Open Space for Preservation of Natural Resources

This open space use designation applies to large natural land and water formations such as San Bruno Mountain, Sign Hill and the South San Francisco Bay front lands. The topography, wildlife habitat and vegetative cover are important natural resources which should be preserved.

The South San Francisco Bayfront lands provide the City with a water orientation. The fish and wildlife habitat of the salt water system along the eastern portion of the City is a natural resource which should also be preserved.

Open Space for Public Health and Safety

Colma Creek is a major water course in South San Francisco which is planned for development in conjunction with a linear park.

Steep hillsides, particularly on the vacant portions of Sign Hill, San Bruno Mountain, and the Westborough area should remain undeveloped because of potential erosion and earth slide hazards.

Earthquake fault zones and areas underlaid by Bay mud present serious seismic hazards. Development in these areas should be avoided as considerable loss of life or property damage could result. In seismic sensitive areas, geological reports should be required in connection with all new development projects and buildings set back from fault traces a distance recommended in said reports.

OPEN SPACE ISSUES AND POLICIES

Sign Hill

The north side of Sign Hill contains more than sixty acres of steep sloping land. A recent study indicates that the endangered Mission Blue Butterfly may exist there. The south side of Sign Hill is being improved as a City park with trails, picnic areas and landscaping.

Policy 60	A substantial portion of the north side of Sign Hill should be preserved as public or private open space.
Policy 61	The amount of development allowed on the north side of Sign Hill should be limited. Excessive grading of this portion of the hill should not be permitted in the future.

Oyster Point Marina Park

The Oyster Point Marina site is owned by the City of South San Francisco. The construction of the public improvements at the Marina is being completed by the San Mateo County Harbor District through a joint powers agreement with the City.

The Oyster Point Marina Specific Plan was adopted in September, 1983 and sets forth the appropriate procedures to monitor the development of the marina. It allows for the construction of various marina-related uses, public uses and certain commercial uses on privately leased parcels. Also, a substantial amount of landscaping and pedestrian trails has been established on the site.

Policy 62	Oyster Point Marina Park should be developed primarily as a water-related regional park.
Policy 63	The City should cooperate with the San Mateo County Harbor District on the development of Oyster Point Marina Park to assure that a compatible mix of uses and high design standards are achieved.

San Bruno Mountain State and County Park

San Bruno Mountain is a dominant physical feature in Northern San Mateo County. At present 2,063 acres or approximately two-thirds of the entire Mountain area is publicly owned. The approved Terrabay Specific Plan for the South Slope proposes to insure that an additional 153 acres of land is preserved as permanent open space.

Policy 64	The City should support the efforts to retain a major portion of San Bruno Mountain as permanent open space.

San Francisco Bay Shoreline Open Space

The easterly edge of South San Francisco is located adjacent to the San Francisco Bay. This area provides excellent views of the Bay and opportunities for fishing, hiking and picnicking. Access to the Shoreline is presently provided at various locations. Pedestrian access will be greatly improved in the future. A detailed discussion on Shoreline Development is contained in the Special Studies portion of this Plan.

Sewage Treatment. South San Francisco's sewer collection system consists primarily of gravity flow collectors and trunks. A collection system carries sewage from the higher elevations of the western and northwestern portions of the City eastward to the San Mateo Avenue Pump Station located near Colma Creek. From there, sewage is transported by a force main to the South San Francisco Sewage Treatment facility located easterly of Belle Air Road. The sewage treatment plant treats sewage from the cities of South San Francisco and San Bruno and a small portion of Daly City and Colma under a joint powers agreement. The plant has an average dry weather flow capacity of thirteen million gallons per day (mgd). Current dry weather flow averages about nine mgd. During wet weather conditions the flow volumes through the plant are substantially higher than during dry weather. The City was in the process of replacing the Colma Creek trunkline in 1984. Replacement of this trunk line should substantially reduce the infiltration and wet weather flows and improve the capacity of the treatment plant.

A 1980 Sewer Master Plan study prepared by CH2M Hill Engineers indicated that sufficient capacity exists in the sewer treatment plant for the development of the residential, commercial and industrial uses proposed in the General Plan. Certain improvements to the collection system, however, need to be implemented. This plan dealt only with the major sewer lines, those greater than eight inches in diameter or serving more than two hundred dwellings. The most significant findings of the study included the following:

1. There are isolated lines in certain areas which are above capacity due to inadequate pipe grades or sizes.

2. Obvious sources of inflow, such as cross-connections to the storm sewers, should be eliminated.

3. The Colma Creek line, which serves the western half of the City, is presently near capacity for half of its length.

4. Adding new service areas, such as the Town of Colma, could bring the entire Colma Creek line to capacity.

5. The Colma Creek line will require upgrading in the future before substantial new developments or service areas are added to the system.

The system consists of a network of gravity sewers which intercept the main intercepter sewer paralleling Colma Creek. The Colma Creek line terminates at the San Mateo Avenue Pump Station, which pumps the wastewater through a force main to the treatment plant. With the exception of some replaced sections of lines or lines serving new developments, the majority of the system is thirty to forty years old.

The plan divided the City into twelve basins. The basin divisions were based on drainage patterns and sewer alignment (See Figure 8).

Maps showing the existing condition, capacity, and deficiencies of each basin is contained in the Technical Appendix.

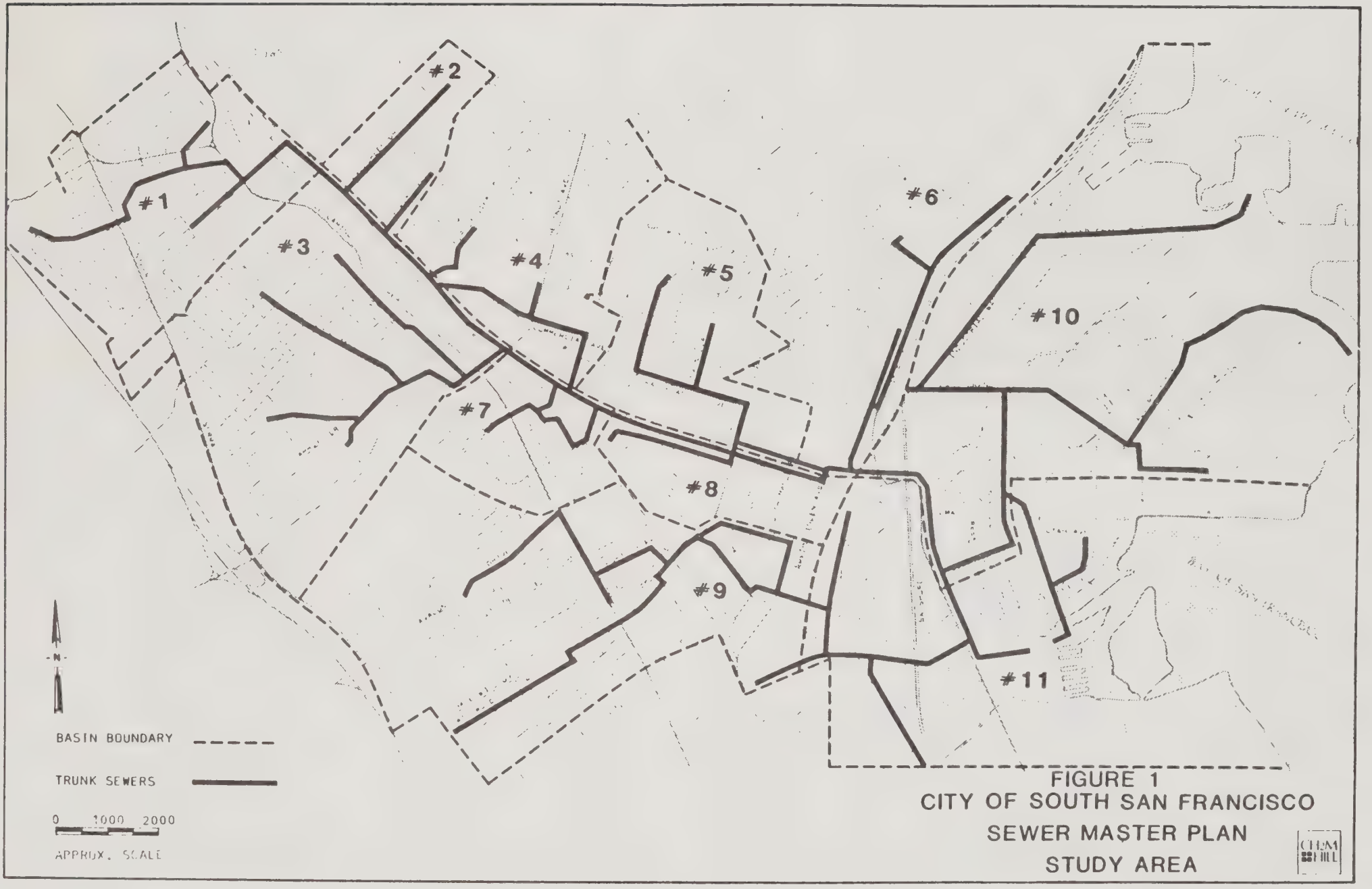


FIGURE 1
CITY OF SOUTH SAN FRANCISCO
SEWER MASTER PLAN
STUDY AREA

FIGURE NO. 8

F13129.A0

Policy 65	The City should at the earliest possible date implement the sewage collection system improvements recommended in the 1980 Master Sewer Plan as amended.

Water Supply. Water is supplied to the City of South San Francisco by the California Water Service Company and the Westborough County Water District. Areas west of Junipero Serra Boulevard are served by the Westborough Water District. Areas east of this thoroughfare are serviced by California Water Service Company. Both entities purchase water from the San Francisco Water Department whose sources come from the Hetch Hetchy system, the Toulumne River Basin, and local sources in Alameda and San Mateo Counties. During the past few years, average annual consumption of water within South San Francisco has ranged from 5.8 to 8.5 million gallons per day. The 1977-78 drought resulted in substantial reductions in water consumption. Subsequent to that time, the consumption rates have increased to levels similar to pre-1977 conditions. The supply and storage capacity of the water pruveyors in South San Francisco is adequate to meet present needs and the intensity of growth projected in the General Plan.

Drainage. The California Government Code (Article 65302a) requirements for identification of areas subject to flooding is satisfied by reference to the map entitled FIA Flood Hazard Boundary Map prepared by the U.S. Department of Housing and Urban Development. This map should be reviewed and updated annually to reflect changing conditions.

Policy 66	The City should make improvements to drainage ways, enforce floodproofing regulations, and require the first floor of all new buildings to be constructed above identified flood levels.

Gas, Electric, Telephone, and Cable Vision. Gas and electric service is provided to the City of South San Francisco by the Pacific Gas and Electric Company. Telephone service is provided by Pacific Bell. Television service is provided by Western T.V. Cable Company.

PUBLIC AND QUASI-PUBLIC SERVICES

City Administration. South San Francisco's government administrative offices are housed in several buildings at various locations in the City. Central administrative offices are housed in the City Hall located on Grand Avenue between Walnut and Maple Avenues. The administrative offices of the Fire Department, the Police Department, and Parks and Recreation Department and the meeting chambers for City Council and Planning Commission are located in the Municipal Services Building on Arroyo Drive at El Camino Real. The City's Corporation Yard, where City maintenance equipment is stored and maintained, is located on Tennis Lane in Orange Park.

Safety Services. South San Francisco has its own Police Department which provides service to all areas within the city limits. Automatic aid agreements provide that the City will provide emergency police response to adjacent San Mateo County cities and to unincorporated areas of San Mateo County.

South San Francisco's fire protection is provided by the City Fire Department. The Department operates four staffed fire stations at the following locations:

Central Station - Baden Avenue near Airport Boulevard
Station #2 - Harbor Way at Mitchell Avenue
Station #3 - Municipal Services Building on Arroyo Drive
Station #4 - Galway Drive at Wright Court

It has been determined that a fifth fire substation will be necessary when development of the south slope of San Bruno Mountain occurs.

Generally, the acceptable response time to residential fires is in the range of three to five minutes. Currently the City has automatic aid and mutual aid agreements with adjacent cities and fire fighting agencies. The Fire Department operates a paramedic unit out of Station #3.

Libraries. There are two libraries located in South San Francisco. One is located on West Orange Avenue near Westborough Boulevard and the other on Grand Avenue near Walnut Avenue. No additional library facilities are planned in the City in the future.

Policy 67 — Major new developments should be required to pay the costs of providing additional City services commensurate with projected service demands.

Public and Private Schools. Public schools in the City of South San Francisco are under the jurisdiction of the South San Francisco Unified School District and the San Mateo Community College District. Both districts extend beyond the South San Francisco city limits.

The City is now served by 11 elementary schools, 3 junior high schools, 2 high schools, and a continuation high school. During the 1970's, the public elementary, intermediate and high schools experienced a substantial decline in enrollment. This is generally due to reduced family size and an increase in the average age of the population within the district service area.

IV. CIRCULATION AND TRANSPORTATION

CIRCULATION

The street system within South San Francisco is structured around the freeway system and arterial streets which carry large volumes of traffic around, rather than through, residential, commercial, and industrial areas. The arterials are fed by collector streets which collect traffic from minor streets within each area of the City. Pavement width, sight distance, and travel speed generally increase as one moves from minor streets to more important travel routes such as collectors and arterials.

STREET CLASSIFICATION

Freeway. Freeways are limited access facilities designed with four to eight travel lanes for routing traffic through the community. There are two freeways in South San Francisco; Highway 101, located in the easterly portion of the City and Interstate 280 located in the westerly portion of the community.

Major Arterials. Major arterials carry large volumes of traffic between different areas of the County and City. Major arterials are generally designed with four to six travel lanes for traffic, a parking lane on each side, and a median divider. Left turn stacking lanes are provided at all intersections where left turns are permitted.

Minor Arterials. Minor arterials carry large volumes of traffic between the concentrated traffic generators of the City. Minor arterials are generally designed with four travel lanes for traffic, parking lanes, sidewalks and planting strips on each side. Left turn stacking lanes are provided at intersections where left turns are permitted. Intersections with minor streets should be kept to a minimum.

Collector. Collector streets provide for traffic movement between arterials and minor streets. These streets are generally designed with two travel lanes for traffic, parking lanes, planter strips and sidewalks on both sides of the street. Collector streets also provide direct access to abutting property.

Minor. Minor streets provide direct access to abutting property and for traffic movements within local areas. These streets are designed with two lanes for traffic and have at least one on-street parking lane. Sidewalks should be provided on both sides of minor streets.

The Technical Appendix contains the "Development Standards and Criteria" for each street classification.

TRAFFIC VOLUMES AND INTERSECTION SERVICE LEVELS

In July, 1981, traffic volumes were counted at key intersections throughout the City. Turning movements, through traffic, and intersection volume/capacity ratios were also documented. Levels of service were assigned to the intersections based on volume/capacity ratios. The level of service of an intersection can vary from "A" (free flow) through "F" (forced flow/jammed). The peak hour traffic was converted to Average Daily Traffic (ADT) for presentation in this plan. (Refer to "Traffic and Transportation Study, December 1981 which is contained in the Technical Appendix).

Highway 101 Volumes and Service Levels. In South San Francisco, Highway 101 is an eight-lane freeway with a 14,400 two-way traffic volume capacity per hour. It currently operates at 62% capacity (Service Level B) in the northbound direction and at 96% of capacity (Service Level E) in the southbound direction during evening peak hours. (MTC, Draft Report - Travel Impacts of proposed developments on the Peninsula along Route 101, September 17, 1982.)

Freeway on and off ramps are located on I-280 at Westborough Boulevard and on Highway 101 at Oyster Point Boulevard, East Grand Avenue and South Airport Boulevard/ Produce Avenue.

Major improvements to all three interchanges with Highway 101 are planned by the City during the next 10 years. These improvements include new grade separations and freeway on and off-ramps at Oyster Point Boulevard and at East Grand Avenue. The Produce Avenue on-ramp to 101 is also proposed to be widened to accommodate increased southbound traffic volumes.

CIRCULATION ISSUES AND POLICIES

Proposed Bridges and Major Thoroughfares

In accordance with Section 66484 of the Government Code, the following bridge crossings and major thoroughfare improvements are identified as major circulation proposals of this Plan: (See Figure 9)

1.) East Grand Avenue Grade Separation - East Grand Avenue is a major east-west thoroughfare serving as the principal access from Highway 101 to the Cabot, Cabot and Forbes industrial area and to the Gateway Redevelopment Project.

It has long been recognized that a grade separation of East Grand Avenue at and the Southern Pacific railroad tracks was needed to increase safety and reduce traffic congestion.

Future office and industrial developments will increase traffic volumes beyond the capacities of sections of the existing roadway system unless major improvements are made.

The East Grand Avenue Grade Separation project will provide a bridge over the Southern Pacific Railroad tracks, pass under the existing Highway 101 freeway structures and provide new on and off-ramps to the 101 freeway. This project is being constructed in conjunction with the Gateway Redevelopment Project and will be completed by 1985.

Policy 68 — The East Grand Avenue Grade Separation Project should be constructed concurrently with the first phase of the Gateway Redevelopment Project.

2.) Oyster Point Boulevard Grade Separation. There are at least six major developments that will significantly impact the Oyster Point

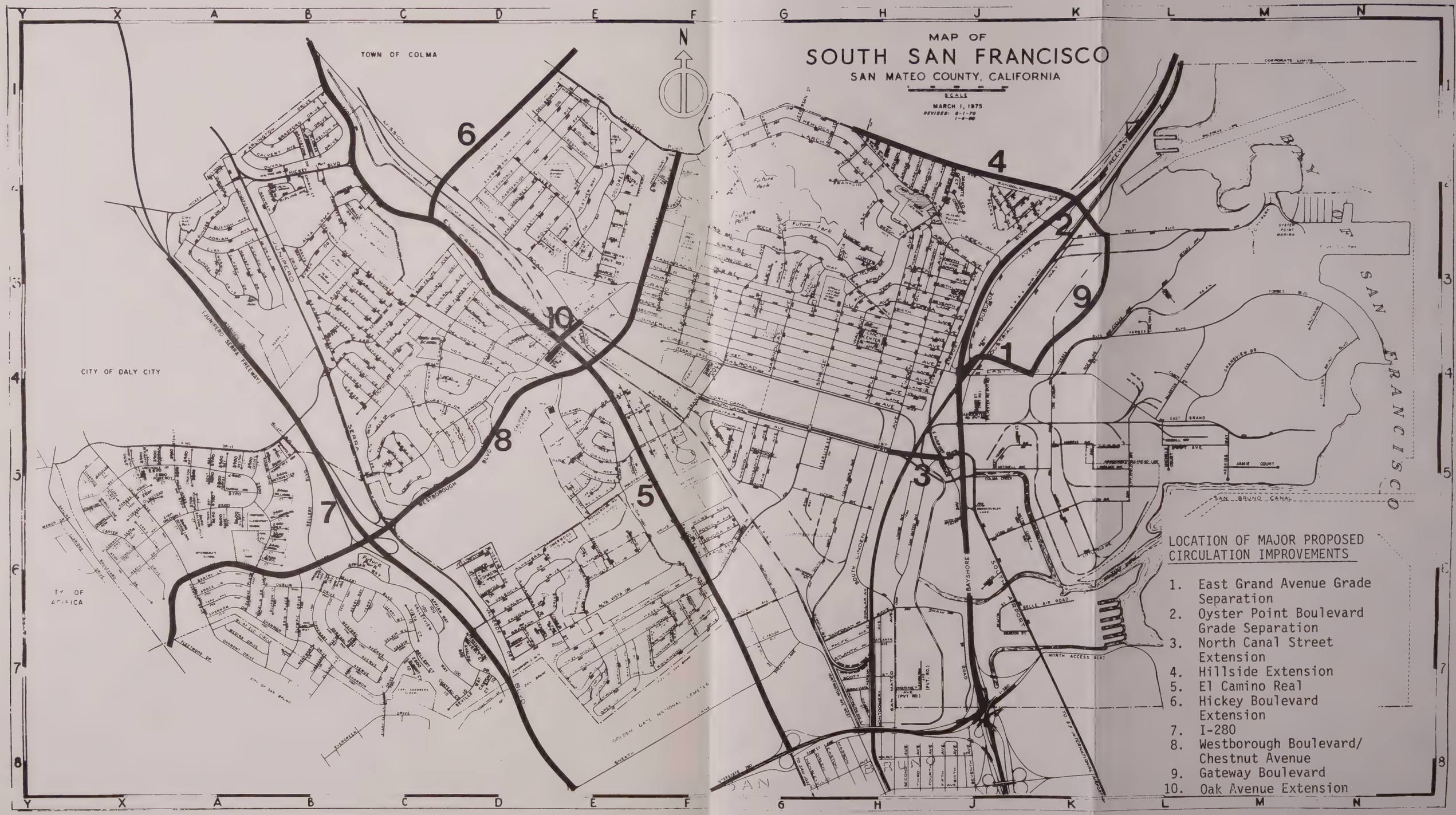
MAP OF SOUTH SAN FRANCISCO

SAN MATEO COUNTY, CALIFORNIA

SCALE

MARCH 1, 1975

REVISED: 6-1-78
1-4-80



LOCATION OF MAJOR PROPOSED CIRCULATION IMPROVEMENTS

1. East Grand Avenue Grade Separation
2. Oyster Point Boulevard Grade Separation
3. North Canal Street Extension
4. Hillside Extension
5. El Camino Real
6. Hickey Boulevard Extension
7. I-280
8. Westborough Boulevard/ Chestnut Avenue
9. Gateway Boulevard
10. Oak Avenue Extension

FIGURE NO. 9

Boulevard/Highway 101/Southern Pacific Railroad intersection. These projects include: Gateway Center, Terrabay (along the South Slope of San Bruno Mountain), Oyster Point Marina Park, Oyster Point Business Center, the Dubuque property and the redevelopment of the former U.S. Steel/American Bridge property.

The average daily traffic volume on Oyster Point Boulevard in 1981 was 6,100 and will increase to approximatelyl 34,800 vehicles per day between Gateway Boulevard and Highway 101 at full build out of the above projects. (Traffic and Transportation Plan, Circulation Study, prepared by TJKM, traffic consultants December, 1981).

Because of these projected impacts, a traffic feasibility study and alternative designs were prepared to determine specific improvements needed at Oyster Point Boulevard-Highway 101 interchange to accommodate all future development in this northeasterly portion of the community. Based on that study, a preferred alignment will be selected and financing formulas adopted to construct this necessary project.

A bridge is being proposed as the grade separation over the southern Pacific Railroad Right-of-Way and Highway 101 at Oyster Point Boulevard. This grade separation will alleviate congestion and improve traffic flows along nearby major thoroughfares including Oyster Point Boulevard, Airport Boulevard, Dubuque Avenue, and Hillside Boulevard. Access to Highway 101 will also be greatly improved by the construction of new on and off ramps near Oyster Point Boulevard.

Policy 69 — In order to accommodate projected future traffic volumes, the City should construct the Oyster Point Boulevard Grade Separation Project prior to 1990.

3.) North Canal Street Extension and Grade Separation - The extension of North Canal Street, over the Southern Pacific Railroad right-of-way to connect with Airport Boulevard and Produce Avenue may alleviate traffic congestion on major thoroughfares including South Spruce Avenue, South Linden Avenue, Baden Avenue, Airport Boulevard, Produce Avenue and San Mateo Avenue. These thoroughfares currently carry most of the truck traffic in this area.

The proposed North Canal Street Extension would provide a direct connection between the Lindenville industrial area and the Bayshore Freeway. It could also reduce truck traffic in the downtown area, particularly along Baden Avenue, Linden Avenue and Airport Boulevard. However, more study is needed to determine if it is physically and fiscally needed or possible.

Policy 70

A feasibility study should be prepared to determine if it is physically and fiscally desirable to extend North Canal Street to the San Mateo Avenue/Airport Boulevard/Produce Avenue intersection in order to provide improved access from the Lindenville area to Highway 101.

4.) Hillside Boulevard Extension. The Hillside Boulevard Extension to Airport Boulevard is needed as a major east-west arterial to serve many neighborhoods including the Terrabay project along the South Slope of San Bruno Mountain, Paradise Valley, Stonegate Ridge, and Sunshine Gardens. It will also improve traffic circulation throughout the entire northerly portion of the community and reduce traffic congestion along the two lane section of Hillside Boulevard and along Linden Avenue.

Policy 71

Hillside Boulevard should be extended to provide a direct connection with Highway 101 and a new interchange at Oyster Point Boulevard.

5.) El Camino Real El Camino Real (State Highway 82) is a major north/south highway which passes through South San Francisco. The major thoroughfares which directly feed into this highway include Hickey Boulevard, Chestnut Avenue, Westborough Boulevard, Mission Road, Orange Avenue, and South Spruce Avenue.

El Camino Real currently carries over 30,000 vehicle trips a day. In 1981 peak hour levels of service was LOS "D" at certain major El Camino Real intersections and is projected to eventually reach LOS "F" at the intersection of El Camino Real and Westborough Boulevard at full plan buildout.

Policy 72

Improvements should be made to El Camino Real and to major thoroughfares feeding into this highway in order to maintain a peak hour level of service of not worse than LOS "D" at full Plan buildout.

6.) Hickey Boulevard Extension. The proposed extension of Hickey Boulevard from El Camino Real to Hillside Boulevard is needed as an east-west arterial street in the northwesterly portion of the community. This extension will help alleviate traffic congestion, particularly at the Westborough Boulevard/Chestnut Avenue and El Camino Real intersection.

San Mateo County has, with one major exception, acquired all necessary public right-of-way for this extension project. The major exception is right-of-way which passes south of the Macy's warehouse facility and must be acquired before the City and County can proceed with the implementation of this project.

Policy 73 — Hickey Boulevard should be extended to Hillside Boulevard. The first construction phase should be El Camino Real to Mission Road with an alignment as depicted in the accompanying exhibit.

Policy 74 — If the section of the Hickey Boulevard Extension between Mission Road and El Camino Real is not constructed, then the Oak Avenue extension between Mission Road and El Camino Real should be constructed.

7.) I-280 (Junipero Serra Freeway). Interstate 280 is a major north/south freeway in the westerly portion of the City. Major thoroughfares which feed into this freeway include Westborough Boulevard, Gellert Boulevard, Avalon Drive, Callan Boulevard, King Drive, and Hickey Boulevard.

8.) Westborough Boulevard/Chestnut Avenue. Westborough Boulevard and Chestnut Avenue provide a major link between Skyline Boulevard, Interstate 280, El Camino Real, Mission Road, Grand Avenue and Hillside Boulevard. Portions of this arterial experience congestion and need to be improved and upgraded. A high Level of Service should be maintained along this travel corridor.

Policy 75 — Westborough Boulevard and Chestnut Avenue should be upgraded. A Level of Service of not worse than LOS "D" should be maintained along the entire Westborough Boulevard/Chestnut Avenue corridor. If Level of Service "E" is reached at the El Camino Real-Chestnut Avenue/Westborough Boulevard Intersection an additional connector road between Mission Road and El Camino Real should be constructed.

Bicycle Facilities. The Master Plan of bicycle routes for South San Francisco is shown on Figure 10.

Standards for designation and construction of intra-county and local bicycle routes in South San Francisco are those adopted by California Department of Transportation. Specific standards are established in the Technical Appendix. In general, bicycle route designations in South San Francisco consist of roadway striping and signing. Wherever possible, physical barriers separating bicycle traffic from vehicular traffic should be utilized.

Policy 76 — Bicycle routes should be developed in accordance with the "Bicycle Routes" Master Plan.

TRANSPORTATION SYSTEM

Transportation facilities provide for the movement of goods and people generally along fixed routes and on a fixed schedule. Three modes of transportation are readily available in South San Francisco: rail, roadways, and air.

Rail Facilities

Rail service to South San Francisco consists of the Southern Pacific Railroad line extending from San Jose to San Francisco. The Southern Pacific line provides both commuter and freight services to and through the City. A significant portion of South San Francisco residents work in San Francisco or in south San Mateo County. Significant energy savings result by the use of commuter trains rather than the use of private automobiles. Rail spur lines also serve the Cabot-Utah Industrial area, east of U.S. 101.

The Cal Train Rail Station in South San Francisco is located along Dubuque Avenue east of U.S. Route 101. This station should be improved and expanded into a community transportation center with provisions for bus, rail, bicycle, jitney, and other mass transit modes.

Policy 77 — The City supports the continued expansion of fixed rail service for both commuters and freight along the Highway 101 corridor.

Regional Transit and Bus Facilities

Past studies indicate that the most logical form of regional transit would be a rapid fixed rail facility. A 1971 report provided an analysis of the "Carline 40" route and a 1979 study investigated the I-280/I-380 corridor as the route for such a facility. A logical first phase of such an extension would begin at the Daly City BART station and extend southeasterly to the San Francisco International Airport. Three BART routes appear to be most feasible through South San Francisco:

1. The route generally following the Southern Pacific Railroad spur line which passes north of and parallel to El Camino Real (Old Carline 40 route).
2. Within the Interstate 280 and 380 corridor.
3. Along Highway 101.

If the extension of BART is to be located along the old carline 40 route, it is proposed that this facility be constructed as a subway through the City of South



BICYCLE ROUTES

0 2000 4000

Scale in Feet

..... INTRA COUNTY ROUTES

— — — — — LOCAL ROUTES

FIGURE NO. 10

San Francisco and no station be located in the community. If the facility is proposed along Highway 101, a BART station in South San Francisco would be desirable if located adjacent to a major office or commercial complex such as the Gateway Center and has interconnecting bus and shuttle service between major employment centers and residential neighborhoods.

The San Mateo Transit District (SamTrans) provides inter-county bus service to all Bayside cities of San Mateo County. Local service is available to most parts of South San Francisco and commuter service is available to San Francisco. The Daly City BART station is available via express routes along Bayshore Freeway and I-280. The Transit District has assumed the commute function of the Greyhound Line within the County.

To facilitate interconnection between BART, Sam Trans, Cal Train and shuttle services, a consolidated transportation center should be built.

Policy 78	The City encourages a consolidated transportation center to be constructed in the Highway 101 corridor.

Air

A portion of the San Francisco International Airport is located within the City of South San Francisco. This Airport is primarily oriented to commercial aviation with scheduled flights to national and international destinations. The City of South San Francisco is a member of the Airport Land Use Committee (ALUC) which reviews noise impacts from the Airport and determines what land uses are compatible with the adopted Community Noise Equivalency Levels (CNEL's). Airport noise of 65+ CNEL extends through the south, central and easterly portions of South San Francisco and a 70+ CNEL impacts the southeast section, including residential uses in the Avalon/Brentwood/Southwood areas. The Airport Land Use Commission has determined that all uses in this Land Use Element would be compatible with the ALUC Plan provided a noise analysis for new residential uses in the 65+ CNEL areas is required, infill criteria are applied to new residences in the 70+ CNEL area and ALUC height limits are applied.

Policy 79	A noise analysis should be required for sound attenuation for new residential construction in 65+ CNEL areas.
Policy 80	All in-fill projects in 70+ CNEL areas shall comply with the criteria established by the Airport Land Use Committee.

Transportation Systems Management

"Transportation Systems Management" (TSM) is defined as various traffic reduction measures that can be used to complement roadway improvement measures.

Transportation Systems Management Planning usually consists of parking management, ridesharing, transit improvement, paratransit systems, bicycle facilities, pedestrian facilities, general traffic engineering, truck restriction and enhancement, and peak period travel control.

Policy 81	The City endorses the concept of "Transportation Systems Management". Developers of all new major projects should be required to prepare and imple ment coordinated Transportation Management Plans.

V. PLANNING AREAS

V. PLANNING AREAS

The City has been divided into ten (10) planning areas for the purposes of identifying development patterns, growth trends, and planning issues and problems which require attention. Policies which are area-wide rather than City-wide in scope are recommended to improve or otherwise conserve each planning area. Two areas (8 and 9) have County islands located within their boundaries. The remaining planning areas include land totally within the City limits. Area boundaries are, in most cases, defined by major physical features such as highways, railroad lines, and major streets. Figure No. 11 shows the boundaries of all planning areas.

MAP OF

SOUTH SAN FRANCISCO

SAN MATEO COUNTY, CALIFORNIA

SCALE

MARCH 1, 1975
REVISED: 6-1-79
1-4-80

TOWN OF COLMA

CITY OF DALY CITY

CITY OF SAN BRUNO

CITY OF BRISBANE

GOLDEN GATE NATIONAL CEMETERY

SAN FRANCISCO

Planning Areas

FIGURE NO. 11

PLANNING AREA 1

GATEWAY/CABOT, CABOT & FORBES/SOUTH AIRPORT BOULEVARD

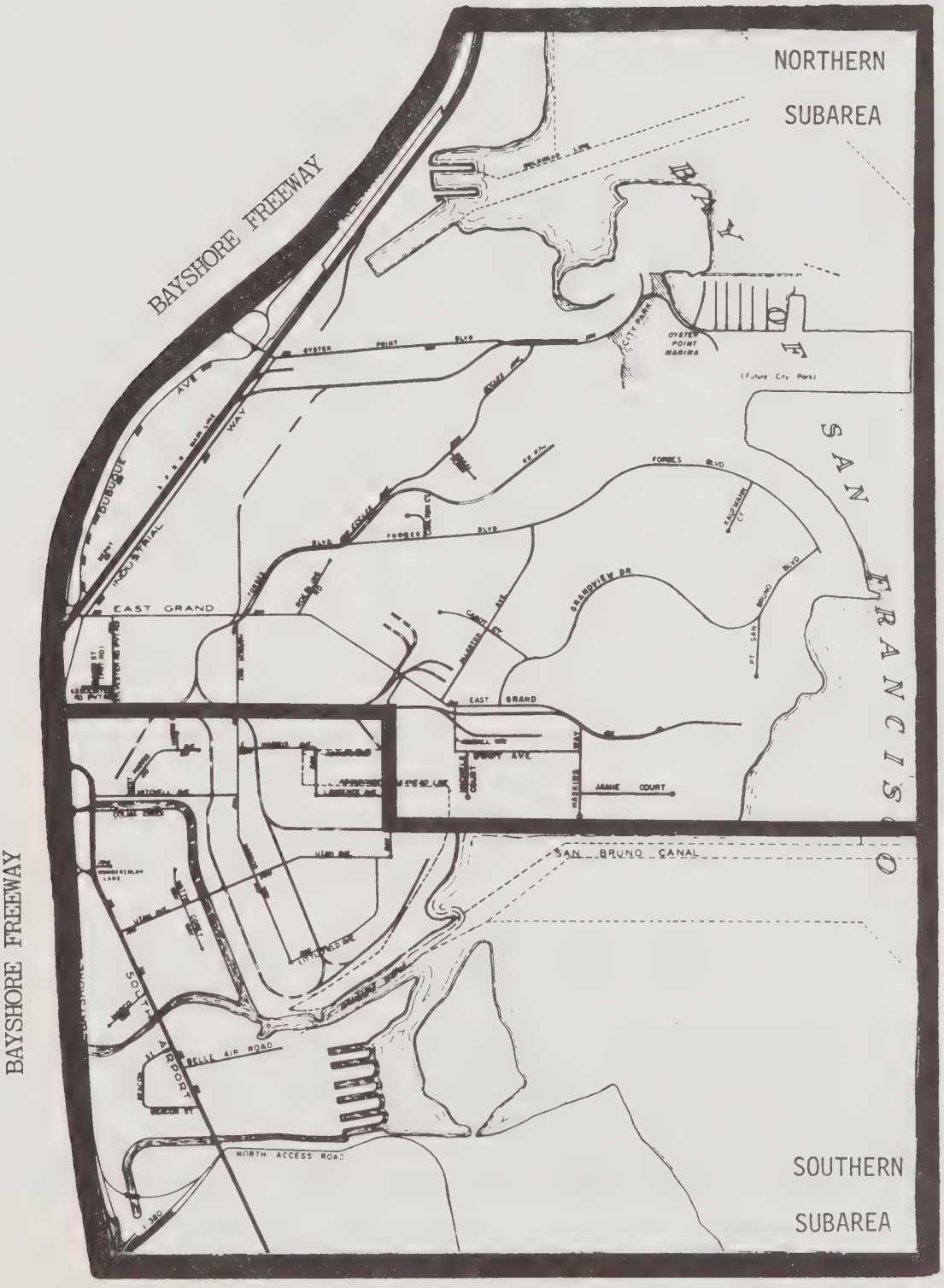


FIGURE NO. 12

PLANNING AREA NO.1, GATEWAY/CABOT, CABOT AND FORBES/SOUTH AIRPORT BOULEVARD

This planning area includes all land located east of the Bayshore Freeway, between the San Francisco International Airport and the South San Francisco/Brisbane City Limits.

The area contains the largest concentration of industrial development in the entire City. Between 1976 and 1981 more than 2.3 million square feet of new industrial building space was constructed in this planning area.

For the purpose of analysis, this study area has been divided into northern and southern subareas.

Oyster Point/Grand (Northern Subarea)

This is primarily an industrial area with the Cabot, Cabot and Forbes Industrial Park being the dominant land use. The City's Gateway Redevelopment Project is also located in this area. This project, which includes the former Bethlehem Steel and Edward's Wire Rope properties, is planned to be developed as a major office, commercial, and research park. "The Gateway" is planned to contain 2.6 million square feet of office and research building space and two major hotels. Major street and highway improvements will be constructed concurrent with the construction of the first building phase of the Gateway Project. These improvements include the construction of the East Grand Avenue/Southern Pacific Railroad grade separation project, new highway on and off ramps at Grand Avenue, a 4-lane arterial street (Gateway Boulevard) through the Gateway Project from East Grand Avenue to Oyster Point Boulevard, and street widenings along both East Grand Avenue and Oyster Point Boulevard adjacent to the Project. A second major railroad grade separation project and new highway interchange at Oyster Point Boulevard is also planned in connection with the Gateway Project. This interchange project is planned to be completed by 1990.

In addition to new building construction in the Gateway Project, this subarea will experience major growth at four locations. These include the Sierra Point site, which is planned to contain intensive office uses, the Oyster Point Marina site, which is planned to contain commercial uses, and the Oyster Point Business Park site located northwesterly of the Marina, which is planned to contain approximately 450,000 square feet of office space, 313,000 square feet of warehouse/office building space, and a 224 boat marina. The recently demolished U.S. Steel/American Bridge site on Oyster Point Boulevard is planned to contain a large commercial or mixed-use development.

The Southern Pacific Railroad Station is also located within this subarea. This station is expected, by 1990, to be upgraded and expanded at its present site or a new station constructed in the same general area.

Although this northern subarea currently contains many attractive industrial buildings and substantial building growth is anticipated, there are major blighting influences still present in the subarea. These blighting influences include the auto salvage yards located along Harbor Way, the Wildberg Brothers property located west of the Oyster Point Business Park, and the American Can property located along the south side of East Grand Avenue, easterly of Harbor Way.

Illustrative Plan for the Gateway Center. March, 1992.

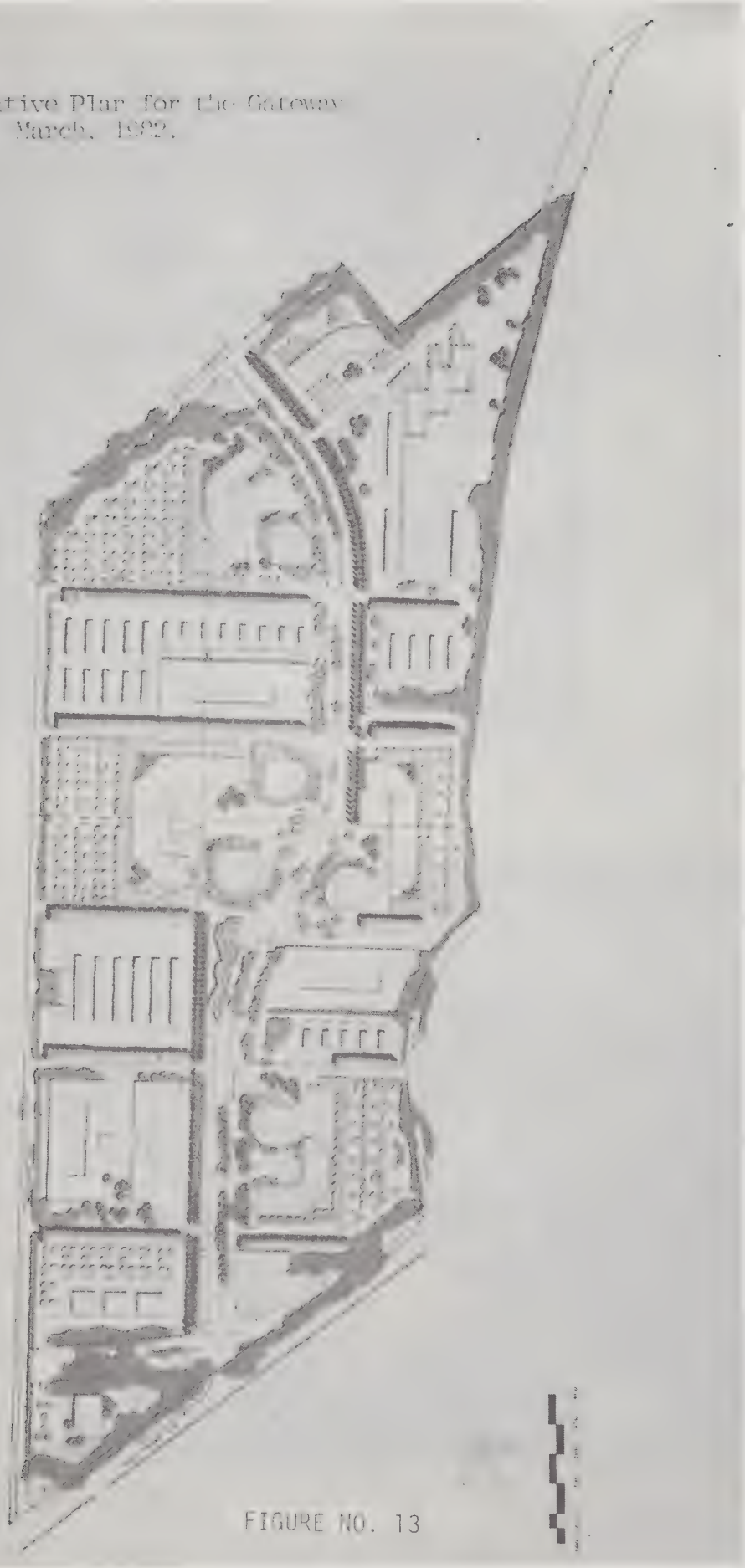
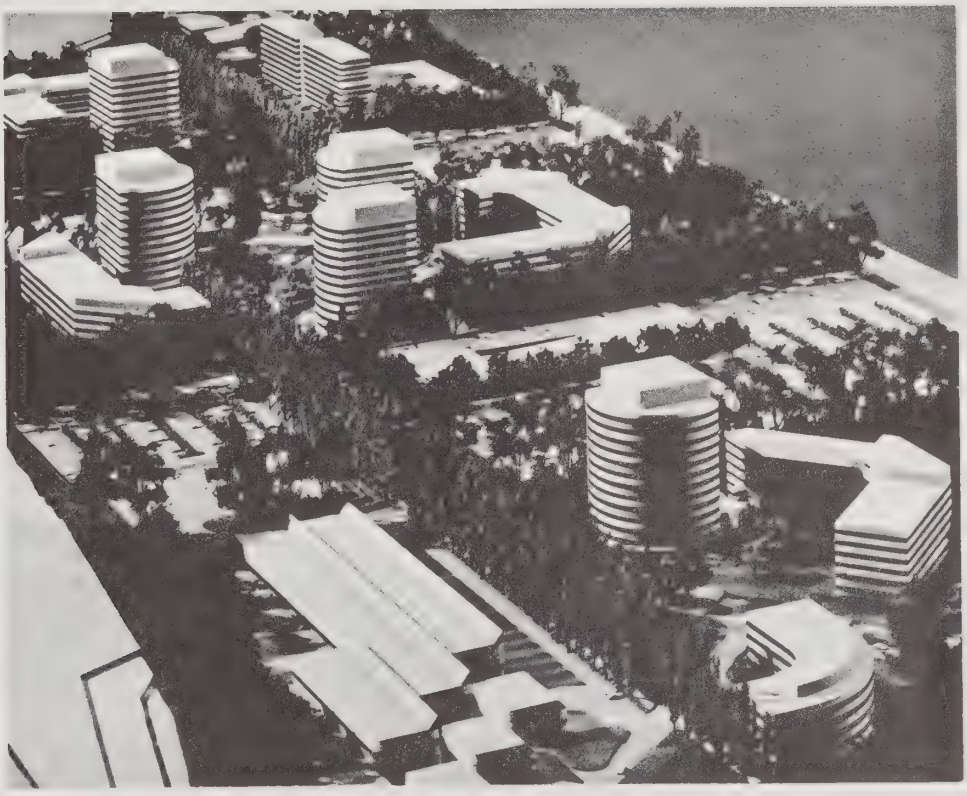


FIGURE NO. 13



THE
GATEWAY



FIGURE NO. 14



Perspective Drawings of the Oyster Point Business Center
FIGURE NO. 15

In addition to visual and physical blight, this area is experiencing major traffic congestion problems, especially during afternoon peak travel hours. Although the planned East Grand Avenue Grade Separation Project and the Oyster Point Grade Separation project will aid area traffic flow in the future, the intensity of the planned and approved development in the area, will continue to make traffic congestion a major environmental issue which should be addressed.

Policy 1-1	The construction schedule of the Oyster Point Grade Separation/Highway Interchange project should be accelerated to achieve completion by no later than 1990.
Policy 1-2	Mass transit facilities and services should be increased and improved in the area.
Policy 1-3	All proposed major developments should be required to prepare a traffic management plan before approved.
Policy 1-4	The auto salvage yard area located along Harbor Way should be redeveloped through public and/or private means for modern light industrial or research and development uses. In the interim, the operators of these salvage yards should be immediately required to install attractive fences or walls around the perimeters of these uses to shield the yards from public view.
Policy 1-5	The U.S. Steel/American Bridge property, located along Oyster Point Boulevard, should be redeveloped through public and/or private means for modern commercial, residential, marina, research and development, and hotels, offices, and convention facilities.
Policy 1-6	The Wildberg Brothers and American Can properties should be redeveloped through public and/or private means for modern light industrial and/or research and development uses.
Policy 1-7	The Sierra Point property should be developed with midrise office and/or water-oriented residential uses. No uses should be approved on this site unless mitigation measures are provided regarding noise attenuation and the control of methane gas.

South Airport Boulevard (Southern Subarea)

This subarea has a mixed commercial/industrial character. The South San Francisco Industrial park, which is in this subarea and is located easterly of South Airport Boulevard, contains modern and attractive buildings. Many of the uses within this industrial park are Airport-oriented. The commercial uses located along South Airport Boulevard are for the most part also Airport-oriented. This area contains the greatest concentration of hotel and motor hotel uses in the entire community. Six (6) major hotels and motels having a total of 1013 rooms are located in this area. The South Airport Boulevard strip also contains a mixture of quality, sit down restaurants, auto rental agencies, retail and service uses, and industrial uses.

Land along South Airport Boulevard also contains an excessive number of signs and billboards. These signs and billboards have an adverse visual affect on not only this specific subarea but on the community in general.

This subarea is for the most part built out. There is very little vacant land for growth to occur. A major exception would be the 10 acre City-owned parcel located on the east side of South Airport Boulevard at the southern portion of the subarea. This property is expected to be sold or leased by the City for private development by 1985. The site is well suited from a size and location standpoint for a future hotel use.

The South San Francisco - San Bruno Water Quality Treatment Plant is located in the southeasterly portion of this subarea. Although efficiently operated, the plant, on occasion, generates odors which are carried downwind (southerly and southeasterly) from the facility.

Policy 1-8	To the extent legally practicable and to the extent that it is fiscally feasible from the city's viewpoint to do so, all non-conforming signs and billboards along south Airport Boulevard should be removed.
Policy 1-9	Existing hotels and motor hotels should be encouraged to expand on their current sites provided the existing buildings are also upgraded and adequate off-street parking is provided.
Policy 1-10	Additional full service dinner house restaurants should be encouraged to locate along South Airport Boulevard. Fast food restaurants with drive through service windows should not be permitted in this area.
Policy 1-11	New auto, truck, and/or equipment sales lots, storage areas and vehicle rental agencies should not be permitted along South Airport Boulevard unless such uses are to be located under major utility lines.

Policy 1-12	New industrial uses should not be permitted along South Airport Boulevard.
Policy 1-13	The City-owned property located along South Airport Boulevard should only be developed with an intensive commercial use such as a hotel and/or a full service dinner house restaurant. Industrial and/or storage uses should not be permitted on this site.
Policy 1-14	A SAMTRANS vehicle maintenance center and storage yard should be developed on the Belle Aire Island site.

PLANNING AREA 2

DOWNTOWN

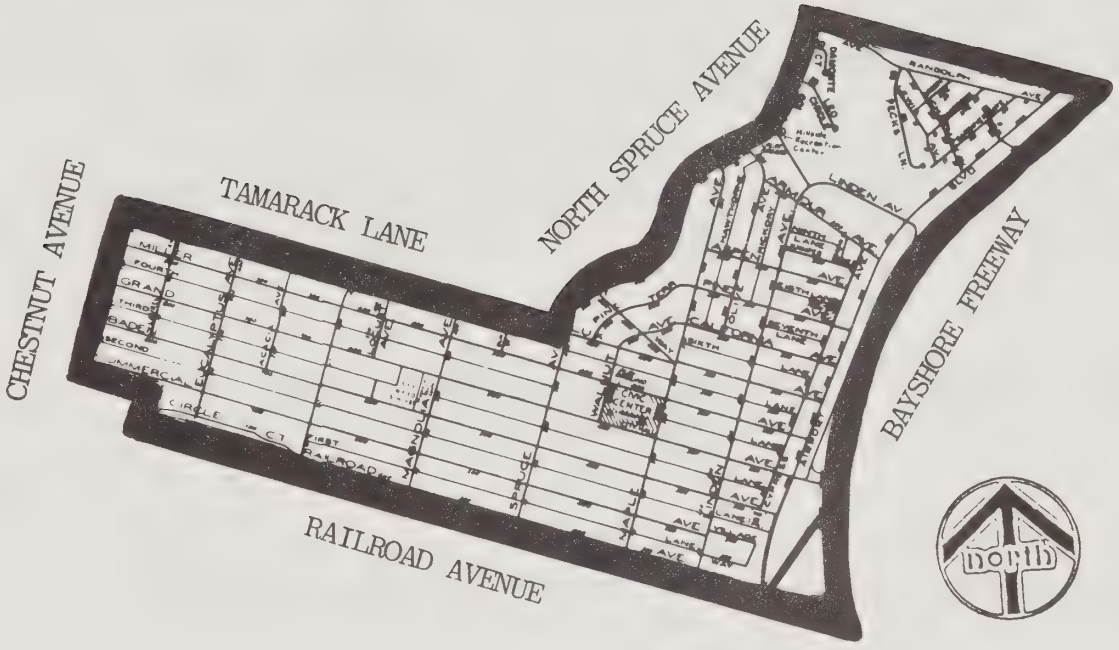


FIGURE NO. 16

PLANNING AREA NO. 2 - DOWNTOWN

Downtown Business District

The Downtown Business District is generally bounded by Airport Boulevard, Spruce Avenue, Baden Avenue, and Miller Avenue. Grand Avenue provides the major east-west access through the area. Airport Boulevard and Linden Avenue provide the major north-south access to the area.

The area contains various commercial, office, residential, and mixed uses. Many of the buildings are in a deteriorated structural condition.

In 1980, the portion of Grand Avenue between Airport Boulevard and Spruce Avenue was reconstructed with decorative pavement, landscaping, improved lighting, and street furniture. During the past few years, various commercial buildings along Grand Avenue have been remodeled.

Planning Issues

Major issues in the Downtown area include inadequate off-street parking, traffic congestion, structural deterioration, and an excessive number of signs.

Future Uses

The Downtown Business District is designated "Planned Commercial." This designation is intended to attract additional commercial uses with a goal of upgrading and improving the quality of uses in this area.

It is expected that many of the existing commercial structures will be rehabilitated, and certain "spot" demolition and reconstruction will take place in the area.

An in-depth analysis of the Downtown Business District is found in the "Special Study Areas," Section VI of this Plan.

Downtown Area Policies

Policy 2-1	The City should encourage the rehabilitation of those buildings which are economically and physically feasible to rehabilitate.
Policy 2-2	Improvements to the exteriors of existing buildings in the Downtown area should be encouraged with particular attention given to restoring the original architectural character of each building.
Policy 2-3	A new sign ordinance should be adopted for the area. Nonconforming signs should be required to conform with the ordinance within a reasonable period of time.

Policy 2-4 — A redevelopment project should be considered for the easterly portion of Grand Avenue between Linden and Airport Boulevard.

Policy 2-5 — Additional public and private parking should be provided throughout the area.

Policy 2-6 — New uses which are more parking intensive than current uses should not be permitted in the downtown area unless additional off-street parking is provided on site or unless an in lieu parking fee is paid.

Airport Boulevard

Airport Boulevard is characterized by small lots, deteriorated buildings, inadequate off-street parking and landscaping. Major uses in the area include service stations, automobile sales, auto service and repair, outdoor storage lots, auto parts stores, restaurants, offices, motels, residential, and various retail uses. The area has a very poor visual image from Highway 101 and needs to be substantially upgraded.

Airport Boulevard Policies (Miller Avenue to northerly City Limit)

Policy 2-7 — All outdoor storage lots should be phased out of existence.

Policy 2-8 — Manufacturing and warehousing related uses should not be permitted in this area.

Policy 2-9 — A redevelopment project should be considered for this area in order to assemble substandard properties and create usable parcels for new quality uses.

Policy 2-10 — The construction of offices, restaurants, and quality commercial uses should be encouraged in this area.

Spruce Avenue to Orange Avenue and Miller Avenue to Railroad Avenue

This area contains a mixture of single-family, duplex, and multiple-family residential structures. During the 1970s, a number of multi-family structures were built between Spruce Avenue and Orange Avenue.

Policy 2-11

Infill apartment and planned residential developments consistent with the densities and policies of the Land Use Element should be encouraged in the High Density Residential area located between Spruce Avenue, Orange Avenue, Miller Avenue and Railroad Avenue.

Orange Avenue to Chestnut Avenue/Miller Avenue to Commercial Avenue

The area between Orange Avenue and Chestnut Avenue has been developed predominately with single and two-family dwellings. Second units or duplex units should be permitted in this area provided adequate setbacks, sufficient off-street parking, and attractive landscaping are provided.

Policy 2-12

Second dwellings or duplexes should be encouraged in the Medium Density area located between Orange Avenue, Chestnut Avenue, Miller Avenue, and Commercial Avenue.

Magnolia Center

Magnolia Center is located on the southwest corner of Grand and Magnolia Avenues on an approximately one acre site occupied by the former Magnolia School building which was constructed in 1926. Located immediately adjacent to this building is approximately two acres of vacant land, owned by the South San Francisco Unified School District, and which contained the former Baden High School. The Magnolia building was used as a school until the early 1960's when the City of South San Francisco acquired it as a park and recreation facility for senior citizen activities. It was closed in 1973 mainly because of seismic and structural safety problems.

The City is investigating alternatives for the future reuse of the property, including the following:

1) Remove the rear classroom portion of the building and construct at least one level of parking in its place. Rehabilitate the existing auditorium into a senior citizens' multi-purpose center and have a private or non-profit developer construct a senior citizen housing project on the remaining City and adjacent School District properties.

2) Sell the entire site "as-is" for the construction of a residential project consisting entirely of townhouses, condominiums or apartments.

3) Remove the rear classroom portions of the building, rehabilitate the auditorium and provide a one-level parking lot on the south side of the City property with no new housing units being constructed.

Policy 2-13	The City should fully investigate alternative uses for the Magnolia Center, perform an in-depth engineering analysis of the facility, and adopt and implement a financially feasible plan.

Cypress-Linden Avenue - Miller Avenue

This area contains older commercial and residential structures, many of which are significantly deteriorated. The 1976 "Community Profile and Housing Needs" survey indicated that nearly 40 percent of all structures in this portion of the downtown were either in need of rehabilitation (26.2%) or were substandard (13.6%) to the point where rehabilitation may not be feasible.

Very little new development or remodeling has occurred in recent years in this area. This is mainly due to the isolated location of the area, its negative visual appearance, and the small lots which are prevalent here.

Cypress Avenue

This area contains many of the most dilapidated buildings found in the community. Approximately 50 percent of all the structures on this street are either in need of rehabilitation or are substandard. The area contains a mixture of residential and heavy commercial uses. Developments which occurred in this area between 1976-1982 include the renovation of the Cypress and Pine playlot, the construction of a new motel on the north side of Pine Avenue between Cypress Avenue and Airport Boulevard, and a new warehouse/office structure on the north side of California Avenue between Cypress Avenue and Airport Boulevard.

Cypress Avenue has only fifty feet of right-of-way and is a one-way street northbound. This area has major traffic congestion and parking problems. There are very few off-street parking spaces in this area; consequently, uses in the area depend mainly on on-street parking.

There is also a significant land use incompatibility problem in the area. Auto body repair uses are located between and across the street from single and multiple-family residential uses.

Many of the lots in the area are only twenty-five feet wide. This condition makes it very difficult to construct buildings having a standard number of parking spaces. The assembly of lots by private developers is not expected without some public assistance. A redevelopment project should be considered in this area from Airport Boulevard to Linden Avenue. Such a project could be combined with a downtown redevelopment project and include properties along the easterly two blocks of Grand and Baden Avenues. A map of the suggested project area boundary is shown in Figure 17.

Policy 2-14

The area bounded generally by Linden Avenue, Airport Boulevard, and Baden Avenue should be considered as a redevelopment project. The assembly of lots and the vacation of certain of the east-west streets within the area should be considered to provide larger building sites and reduce the number of intersections at Airport Boulevard.

Miller Avenue - Hillside Boulevard - Spruce Avenue - Linden Avenue

The structures in this area are generally in good condition. Certain structures are in need of rehabilitation. Access and parking are generally not a problem within the interior blocks. There are, however, certain non-conforming commercial and residential buildings with insufficient off-street parking, particularly on the west side of Linden Avenue.

A small neighborhood shopping center, a carwash and service station are located southwest of Hillside Boulevard and Linden Avenue. These uses are somewhat deteriorated and in need of renovation and site upgrading.

Policy 2-15

The neighborhood shopping center, carwash and service station located on the southwest corner of Hillside Boulevard & Linden Avenue should be upgraded with new landscaping, exterior building remodeling and an improved parking layout.

Peck's Subdivision

Peck's Subdivision is located in the northeast corner of this study area. It contains approximately 325 dwelling units. One-third of these are single-family dwellings and the remaining two-thirds multiple-family and duplex units. While many of these structures are in fairly good condition, there are increasing signs of dilapidation and deferred maintenance in the area. Many of the streets are narrow, and there is an insufficient amount of on-street parking.

In 1978 Peck's playlot was established, using Housing and Community Development block grant funds. Although the area is eligible for County HCDA Housing Rehabilitation assistance, only a few homes have been rehabilitated since 1976.

Policy 2-16

Peck's Subdivision should be upgraded with emphasis on housing rehabilitation, street improvements, increased off-street parking, and improved street lighting.



Suggested Cypress Redevelopment Project

FIGURE NO. 17

Hillside Terrace

This townhouse development was constructed in 1977 and is generally in good condition. However, some of the original landscaping has begun to deteriorate and is in need of regular maintenance.

Village Way

The Village Way Subdivision located in the southeast portion of this area was constructed during the mid-1940's. This subdivision is characterized by townhouse structures located on 25 foot wide parcels. Most of these dwelling units are small and many do not have any side yard setbacks. There are numberous Housing Code violations and many of the dwellings lack regular maintenance. The street system is substandard in width and there is lack of adequate parking in the area.

Policy 2-17	The Village Way Subdivision should be completely renovated by a comprehensive code enforcement and housing rehabilitation program.
Policy 2-18	The operation of existing light manufacturing and sales facilities located along the east side of Airport Boulevard, south of Grand Avenue and north of the railroad overpass may be continued in the future. No expansion of these facilitiles should, however, be permitted unless and until a comprehensive development plan which incorporates adjoining parcels to the east is approved by the City. Said plan should include the exterior remodeling of existing buildings, provisions for additional required off-street parking and landscaping, an improved internal vehicular circulation system, and an upgrading of the sign program.

PLANNING AREA 3

SIGN HILL/PARADISE VALLEY/PARKWAY-STERLING/STONEGATE

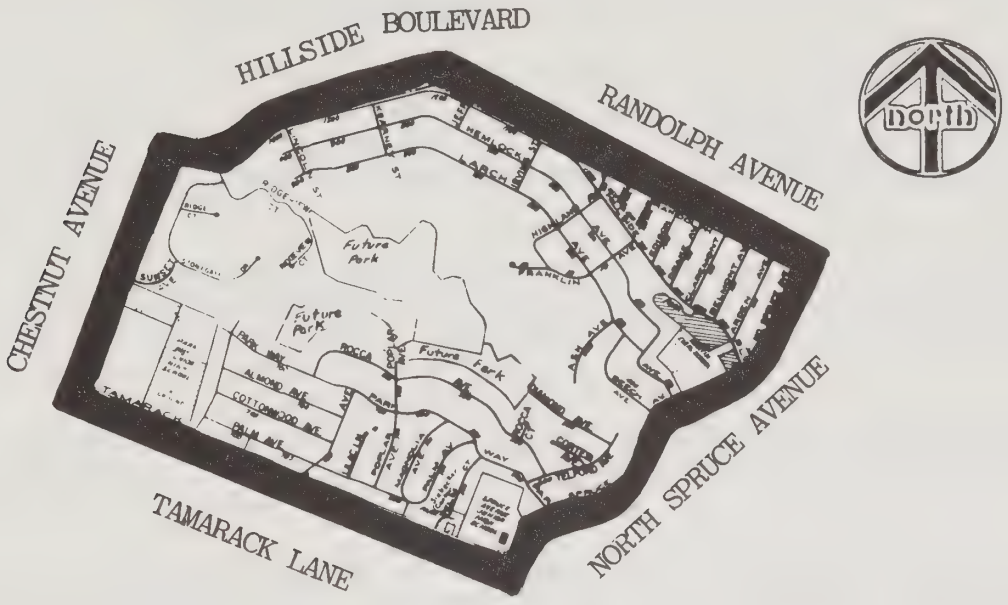


FIGURE NO. 18

PLANNING AREA NO. 3 - SIGN HILL, PARADISE VALLEY, PARKWAY-STERLING

General Description

This Planning Area is bounded by Hillside Boulevard and Randolph Avenue to the north, Tamarack Lane to the south, Spruce Avenue, School Street, and North Spruce Avenue to the east, and Chestnut Avenue to the west.

The major uses in the area are residential, open space, and schools. Most of the residential development consists of low density single-family, detached homes. The Stonegate planned community is located in the center of this Planning Area. This development consists of medium density residential condominiums and townhomes.

Sign Hill is the largest block of open space in this planning area. The City owns over forty acres of Sign Hill and is actively engaged in reforesting and establishing a trail system on the Hill. Steep topography prevents the utilization of the Hill for more active recreation.

Two elementary schools and one junior high school are located in this area. Each school has associated open space/play fields, and all school property is zoned for low density residential development.

The condition of the buildings in this area is generally good. The oldest subdivision is Parkway Terrace, built in the late 1920s. Paradise Valley subdivision was developed in the 1940's and the Sterling subdivision developed in the 1950's.

Growth during the 1976-82 period was almost exclusively residential. Over three hundred units were approved in the Stonegate area. Approximately one hundred and fifty of these units have been built.

Planning Issues

Significant planning issues in this area are density, off-street parking, flooding, and slope instability.

The north side of Sign Hill contains approximately sixty acres of vacant, steeply sloped terrain. Access to this area is limited. Substantial grading would be required for any intensive development to occur on this portion of Sign Hill.

Traffic volumes within this planning area have gradually increased in recent years, particularly along Chestnut Avenue and Hillside Boulevard.

Policy 3-1

A substantial portion of the north side of Sign Hill should be preserved as permanent open space. No intensive development or excessive grading should be permitted in this area.

The four-lane section of Hillside Boulevard is proposed to be extended parallel to and north of Randolph Avenue from its current intersection with Randolph Avenue to Airport Boulevard. This realignment will alleviate a significant amount of traffic volume on the existing two lane section of Hillside Boulevard.

Policy 3-2

The current four lane section of Hillside Boulevard should be extended along the south slope of San Bruno Mountain to connect with Airport Boulevard.

Chestnut Avenue is currently improved as a two lane collector street. The Circulation Element designates it as an arterial. Traffic volumes are, however, not expected to warrant a full arterial street width until additional major developments in the area are constructed.

Policy 3-3

Chestnut Avenue should be initially retained as a two-way collector street. However, all new developments along Chestnut Avenue should be required to be set back from the street and street easements granted to the City to allow for possible widening of this street to four lanes in the future.

The remaining phases of Stonegate Ridge will be constructed during the next few years. These properties are highly visible and should be developed with sensitive site planning and quality exterior appearance.

Policy 3-4

The remaining phases of Stonegate Ridge should be constructed substantially in accordance with the previously approved concept plan with emphasis on quality exterior appearance and preservation of the Sign Hill Ridge line.

Policy 3-5

Prior to the recordation of any additional Subdivision Map for Stonegate Ridge, the 7.1 acre slope area located adjacent to Sign Hill Park should be dedicated to the City.

The South San Francisco Unified School District owns an approximately eight acre surplus piece of property on the south side of Parkway Junior High School. It is bounded on the east and south by single-family residences.

Policy 3-6

The vacant Parkway Junior High School site should be developed only with low density, single-family detached or cluster residential development.

PLANNING AREA 4

THE SOUTH SLOPE

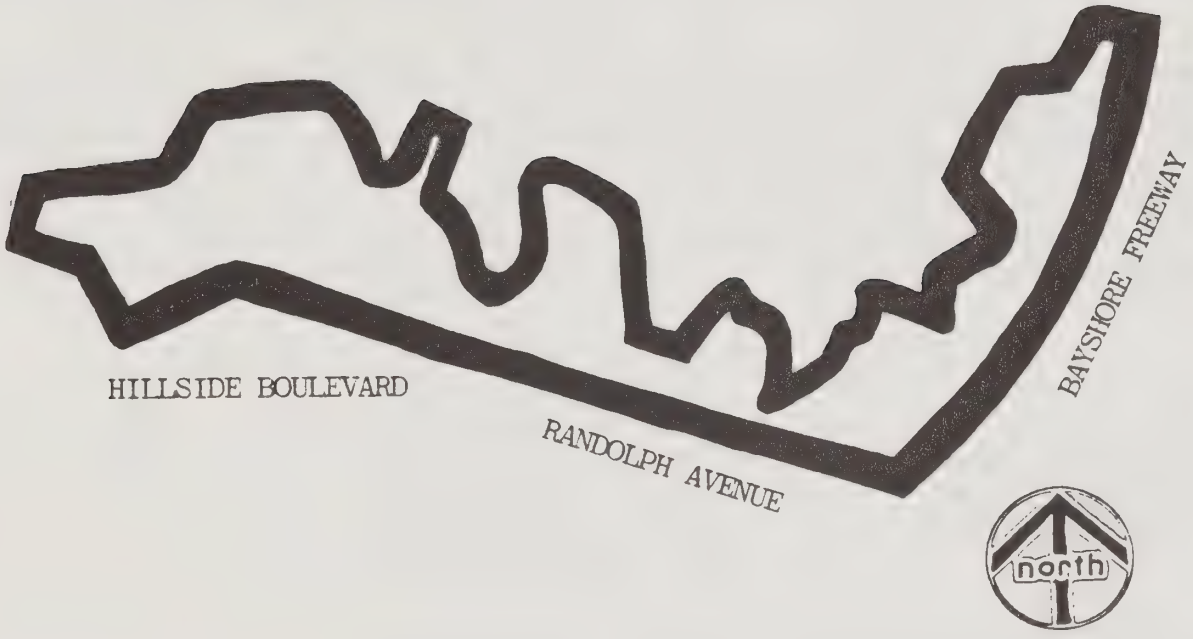


FIGURE NO. 19

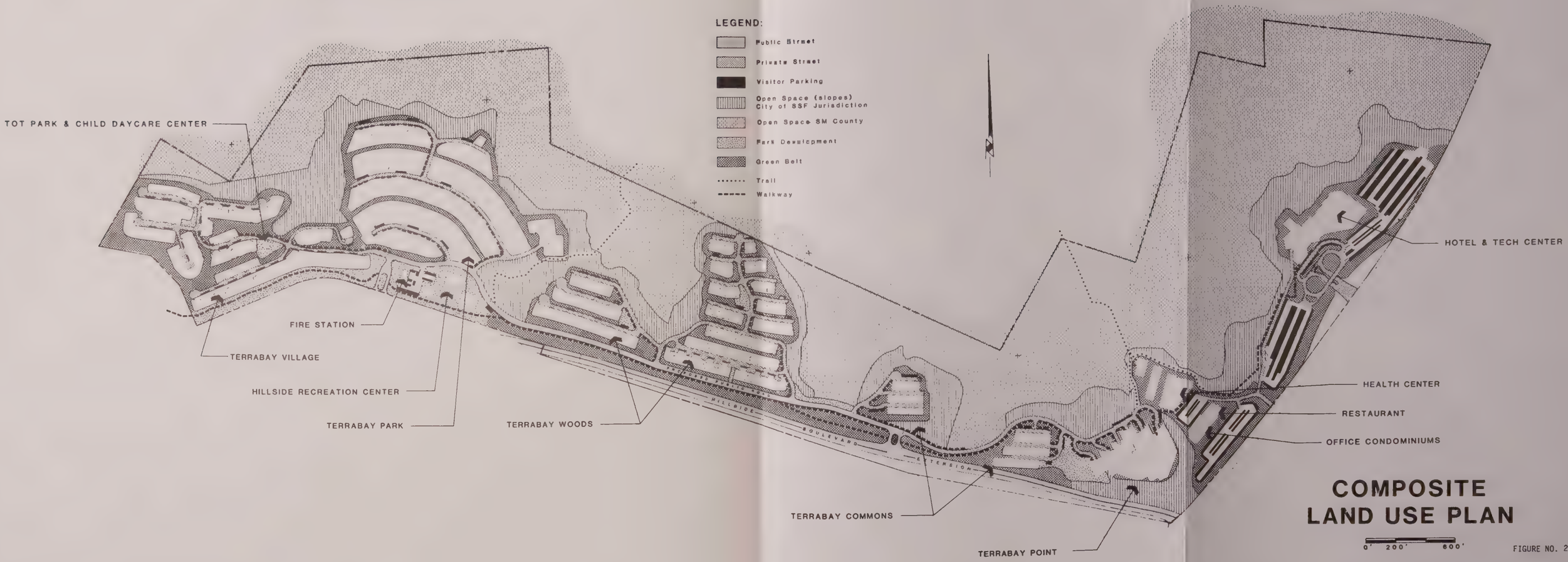
PLANNING AREA NO. 4, THE SOUTH SLOPE

The South Slope of the San Bruno Mountain consists of 203 acres of vacant, privately-owned land, located north of Hillside Boulevard and Randolph Avenue, west of Bayshore Boulevard, and east of Hillside School. The area was annexed to the City of South San Francisco in 1983.

On December 2, 1982, the Terrabay Specific Plan which regulates the development of the South Slope area was approved by the South San Francisco City Council and the San Mateo County Board of Supervisors.

The Specific Plan indicates that development will occur along the lower slopes and within the valley pockets of San Bruno Mountain. The approved Specific Plan indicates that 745 dwelling units, a 400-room hotel, a 286,000 square foot high technology trade center, three restaurants, an 18,000 square foot health club, a recreation center, a four acre park facility, and a fire station will be constructed in this area. (See Figure 20) Included in the Terrabay Plan is a four lane extension of Hillside Boulevard from its intersection with Randolph Avenue easterly to Airport Boulevard.

Policy 4-1	The development of the South Slope and the Bowl Area of San Bruno Mountain should be limited to the area currently in the City and should include a reasonable mix of residential, commercial, hotel, research and development uses.
Policy 4-2	Bayshore Boulevard located adjacent to the commercial section of the Terrabay project should be annexed to the City of South San Francisco.
Policy 4-3	Juncus Ravine and the portion of the South Slope of San Bruno Mountain not already annexed to the City should remain in the County and be retained as permanent open space.



COMPOSITE LAND USE PLAN

0' 200' 600'

FIGURE NO. 20

PLANNING AREA 5

SUNSHINE GARDENS/MISSION ROAD

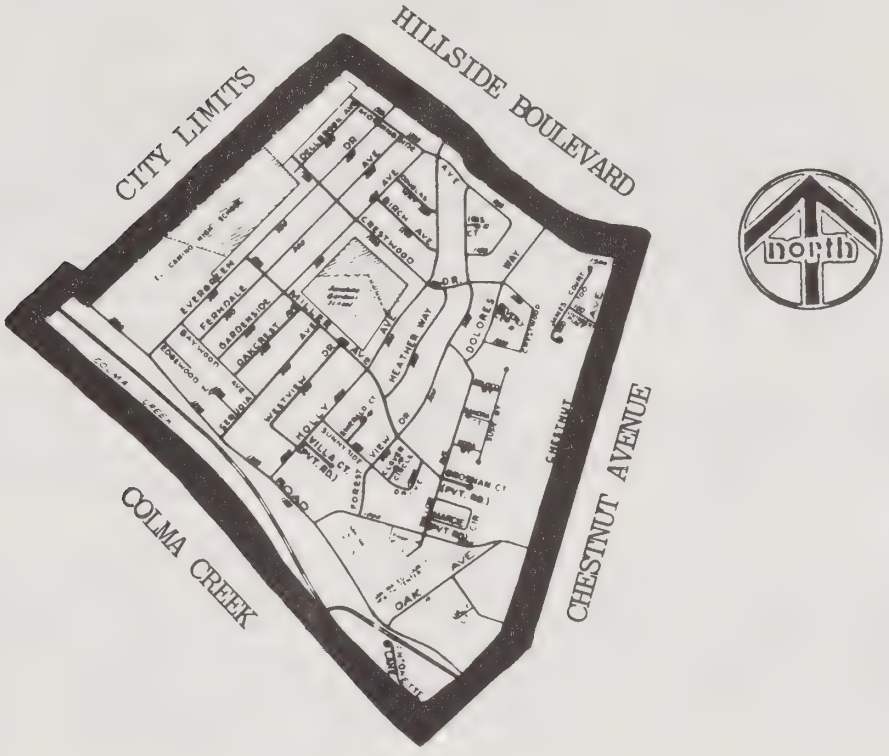


FIGURE NO. 21

PLANNING AREA NO. 5, SUNSHINE GARDENS/MISSION ROAD

General Description

The Sunshine Gardens/Mission Road Planning area is bounded by Hillside Boulevard on the northeast, the City limits (Colma) to the northwest, Chestnut Avenue to the east, and Colma Creek/El Camino Real to the southwest. The terrain of the area gently slopes from the north to south.

Predominant uses in the planning area are residential, commercial/office and public facilities. Most of the area consists of low density single-family detached homes. High density residential uses are generally located along Willow Avenue and along Mission Road and Grand Avenue between Holly and Chestnut Avenues. Most of the single-family homes in the area are approximately thirty years old and are in good structural condition. The Willow Gardens apartment complex located east of Willow Avenue contains approximately two hundred and twelve deteriorated multiple-family units.

Several agricultural properties are located on the west side of Chestnut Avenue, north of Grand Avenue, and on the north side of Mission Road between Chestnut and Oak Avenues. The Colma Creek floodplain is generally located along the southwesterly side of Mission Road.

The San Francisco Water Company and the Southern Pacific Railroad Company own a substantial amount of property in the southwestern edge of this planning area, parallel to Mission Road. One alternative route for the proposed extension of Bay Area Rapid Transit District (BART) service to the San Francisco International Airport is located in this southwesterly area. A BART Station had been proposed to be built along Mission Road on the existing golf course driving range on property owned by the Water Company.

Neighborhood commercial uses are situated along Mission Road and along the lower portion of Chestnut Avenue between Mission Road and El Camino Real. The Northern Judicial District Municipal Court facilities are located on Mission Road, between Oak and Grand Avenues.

Two large school sites are located in this area. El Camino High School, located along Mission Road, occupies an approximately thirty-one acre site. The Sunshine Gardens Elementary School is also located within the planning area and occupies 14 acres. A portion of this school site is maintained for active open space and recreational use through a joint agreement with the City Department of Parks and Recreation.

Properties along both sides of Mission Road have been developed primarily with condominium and rental apartment residential uses, professional offices and retail-commercial uses.

Recent residential development in the area includes the Willow and Grand condominiums with about one hundred and thirty-eight of the two hundred and twenty-two approved units built by mid-1984; Villa Court's twenty-one units; Hillside Estates with forty units; and a thirty-nine unit condominium building at 1107 Mission Road. Sixty-eight condominium units were under construction in 1984 along Mission Road between Oak and Chestnut Avenues.

Approximately four office buildings were constructed along Mission Road between 1976 and 1982. The County's new detention center located to the rear of the Judicial District Court complex was completed in 1983.

Planning Issues

The Colma Creek floodplain is a major constraint to development in the Mission Road area. All uses must be constructed so that the first habitable floor is above the floodplain elevation as indicated on the Federal Flood Insurance Map.

Policy 5-1 — All uses in the floodplain area should be constructed in accordance with the Federal Insurance Flood Hazard Map.

Excessive density has been a controversial issue in the Willow/Grand area. Some condominium and apartment projects have been built in this area at a density of approximately forty units per acre. Many of these structures are out of scale with the surrounding single-family neighborhoods.

Policy 5-2 — All future multiple-family residential developments in the Sunshine Gardens area should be built to densities which are compatible with surrounding low density residential uses.

A major area problem is traffic congestion at the intersection of Chestnut/Westborough/Antionette/and El Camino. The previously proposed BART Station on Mission Road has been deleted from the Land Use Diagram since a BART Station at this location would create significant traffic and parking problems in this area. The proposed Hickey Boulevard extension will provide a needed east-west connection between El Camino Real and Hillside Boulevard. This road project should reduce some of the current traffic problems at the Westborough Boulevard and El Camino Real intersection.

Policy 5-3 — A BART Station should not be permitted along Mission Road on the San Francisco Water Company property. The Water Company property should be developed with professional office and/or residential uses.

Chestnut Avenue is designated an Arterial on the Circulation Element. Until traffic volumes warrant, Chestnut Avenue should remain a two-lane connector street between Grand Avenue and Hillside Boulevard. Additional right-of-way will be required if Chestnut Avenue is to be widened to four lanes in the future.

Policy 5-4 — All new development proposals along Chestnut Avenue should be required to dedicate property or grant easements to the City to enable this roadway to be widened in the future. Building density credit for land to be granted the City for widening purposes should be given to adjoining property owners.

Policy 5-5 — A fully improved linear park, with landscaping, walkways, benches, and lighting should be developed on the south side of Mission Road between Oak Avenue and Chestnut Avenue.

The Willow Gardens apartment complex is in a deteriorated condition. This project creates a blighting influence on the adjacent neighborhoods and is in need of rehabilitation, exterior improvements and additional parking.

Policy 5-6 — The Willow Gardens apartment complex should be renovated, and existing code violations abated.

Future Uses

The vacant properties on the north side of Mission Road between Chestnut and Oak Avenues are designated "High Density Residential" on the Land Use Diagram. Two residential condominium projects are being constructed on these properties at a density of about twenty-five units per acre.

The areas along the west side of Mission Road north of Grand Avenue are designated "Planned Commercial" on the Land Use Diagram. Although this designation would allow a mix of residential and commercial uses, it is proposed that most of this vacant property be developed with small office buildings.

The vacant agricultural property along the north side of Grand Avenue, has been designated "Medium Density Residential" on the Land Use Diagram. This designation is intended to provide a transition in density between existing high density development to the west and low density development to the east. Prior public hearings have resulted in a development limit of ten (10) dwelling units per acre on this land.

Policy 5-7	The vacant agricultural properties along the west side of Chestnut Avenue, north of Grand Avenue, should be developed at a building density not to exceed ten (10) dwelling units per acre.

PLANNING AREA 6

MAYFAIR VILLAGE/TOWN OF BADEN/FRANCISCO TERRACE/ORANGE AVENUE PARK



FIGURE NO. 22

PLANNING AREA NO. 6, MAYFAIR VILLAGE, TOWN OF BADEN, FRANCISCO TERRACE, ORANGE AVENUE PARK

This area is located between Railroad Avenue, Chestnut Avenue, El Camino Real, and South Spruce Avenue. It contains three residential subdivisions: Mayfair Village, Francisco Terrace, and "Town of Baden". South San Francisco High School, Orange Avenue Memorial Park, and various industrial and commercial uses are also located in the area.

The "Town of Baden" area was subdivided in the 1890's. Most of its construction occurred during the early 1900's. Mayfair Village and Francisco Terrace were constructed during the late 1940's and early 1950's.

Between 1976 and 1979, eighty (80) public housing units were built on "C" Street by the City's Housing Authority. Scattered "infill" residential units were also built during this period on vacant properties, mainly in the "Town of Baden" area. Warehouse and office complexes were constructed on South Spruce Avenue, including Public Storage, the State Employment Development Department office, and two office-warehouse complexes. New commercial uses developed during this period included a service station on the southeast corner of Orange Avenue and El Camino Real and an auto service center on the southeast corner of El Camino Real and Second Street. The Basque Cultural Center, located on the south side of Railroad Avenue opposite Magnolia Avenue, was constructed in 1982.

Planning Issues

The most significant land use issues in this area involve land use conflicts between residential and industrial uses. Industrial-related problems such as noise, odors, traffic, on-street parking have often disrupted the Francisco Terrace and Mayfair Village neighborhoods. Traffic congestion and safety problems are apparent adjacent to the Orange Avenue Memorial Park, West Orange Avenue, the "Town of Baden" subdivision, and Chestnut Avenue. The narrow streets in the "Town of Baden" create a very serious circulation, safety, and parking problems.

Future Uses

Orange Avenue Memorial Park is proposed to be extended to Chestnut Avenue. This park expansion will provide additional areas for play fields. Improvements will be made to the interior portions of the park after the City Corporation Yard is relocated. The proposed Canal Linear Park will also provide open space and pedestrian access adjacent to Colma Creek.

Policy 6-1	Orange Avenue Memorial Park should be extended to Chestnut Avenue and additional play fields and open space areas improved in the Park.
Policy 6-2	The City should relocate the Corporation Yard from Orange Avenue Memorial Park to the City-owned property adjacent to South Spruce Avenue. Surplus land on this Spruce Avenue site should be sold or leased for private commercial or industrial development.

Policy 6-3 — The Canal Linear Park should be extended between Chestnut Avenue and South Spruce Avenue in conjunction with the Colma Creek improvement project.

Improvements are planned to the two apartment complexes located on the north side of Antionette Lane and Memorial Drive. These complexes provide a significant number of low and moderate income rental units. Both projects need additional security, parking, maintenance, and landscaping improvements.

Policy 6-4 — Existing apartment buildings located north of Antionette Lane and Memorial Drive should be upgraded and improved with additional parking, landscaping, exterior improvements, and security measures.

The upgrading and reuse of the Forest Homes Trailer Court is being contemplated. The rear portion of this property should continue to remain residential with vehicular access restricted primarily from "B" and "C" Streets. Commercial or office usage of the El Camino Real frontage of this property would be appropriate if sufficient access and off-street parking can be provided.

Policy 6-5 — The deteriorated properties located along El Camino Real should be required to be upgraded if any significant building expansion or major new uses are proposed in this area.

Because of the blighted condition of the "Town of Baden", concentrated efforts by the City are necessary to encourage new construction and the rehabilitation of the area. A Redevelopment Project should be considered in this area for the primary purpose of consolidating building parcels and providing new incentives for development.

Policy 6-6 — A Redevelopment Project should be considered for the "Town of Baden" subdivision. Major objectives should be to encourage new in-fill developments, concentrated rehabilitation and code enforcement.

Policy 6-7 — The non-conforming auto related and outdoor storage uses located at the northerly end of the "Town of Baden" subdivision should be phased out and residential developments constructed in their place.

Policy 6-8

The industrial uses located on the south side of Railroad Avenue should not be permitted to expand or substantially change in use unless these properties are upgraded with additional parking, landscaping, improved sign programs and exterior building remodeling.

PLANNING AREA 7

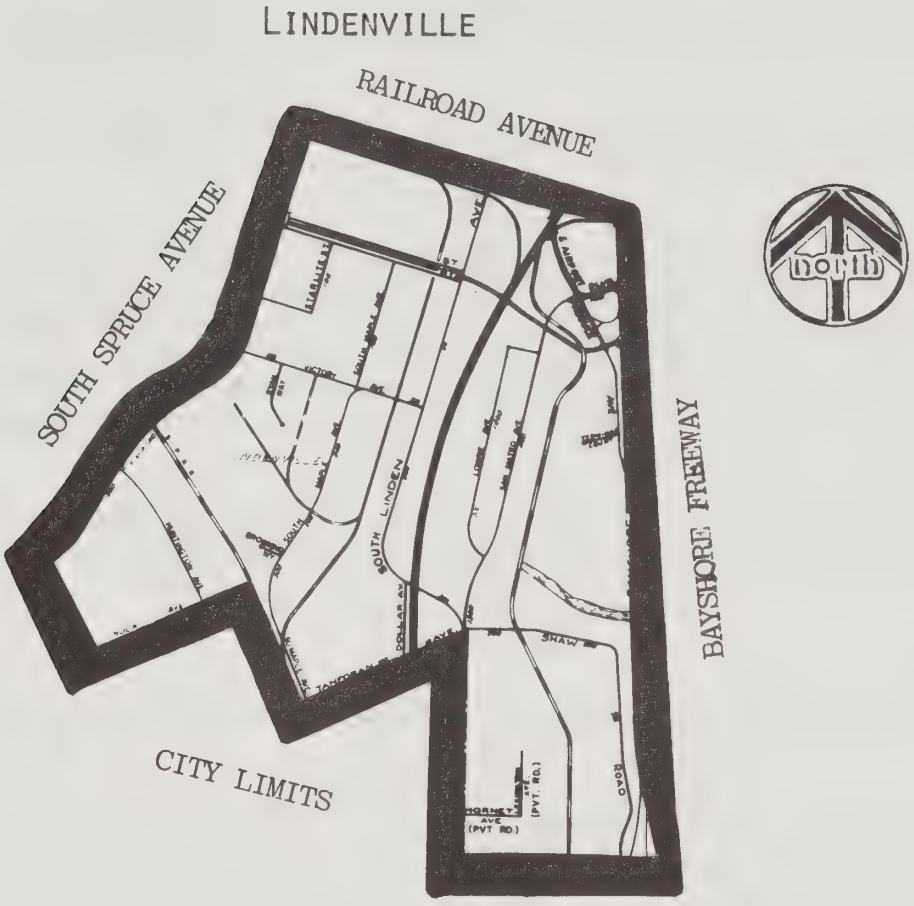


FIGURE NO. 23

PLANNING AREA NO. 7 - LINDENVILLE

General Description

This planning area is bounded by Railroad Avenue on the north, South Spruce Avenue on the west, the Bayshore Freeway on the east, and the City limit line with San Bruno on the south.

Existing uses are predominately light manufacturing, office-warehouses, and vehicle-service types of uses, such as auto repair and vehicle/equipment rental agencies.

The condition of the buildings in the area vary in quality. Many of the developed sites lack adequate landscaping and off-street parking. Recently constructed buildings are generally concrete, tilt-up structures containing a combination of office and warehousing uses. These structures meet current code requirements regarding landscaping and parking. Approximately 233,000 square feet of warehouse/office space was constructed in this planning area between 1976 and 1982.

The former Treasury Shopping Center located south of South Spruce and east of El Camino Real has been upgraded and is presently occupied by a variety of commercial retail uses.

Planning Issues

The industrial portion of this planning area has traditionally attracted small or"starter" businesses.

A major problem in this area is a lack of adequate off-street parking and loading spaces. Trucks often extend beyond the property line into the right-of-way, creating a potential for accidents and traffic congestion. The expansion of existing uses should be discouraged in the future. This planning area also experiences occasional flooding.

Policy 7-1	Existing non-conforming buildings should not be permitted to be converted to uses with higher off-street parking requirements.
Policy 7-2	Existing non-conforming industrial uses should not be increased in area or intensity.
Policy 7-3	Small "starter" businesses should be encouraged in the Lindenville area.
Policy 7-4	Warehousing and distribution facilities should be encouraged in the area designated as "Light Industrial".
Policy 7-5	Any grading or new construction activity should be permitted only after careful consideration is given

to its effects on the area's current flooding characteristics.

Policy 7-6

The vacant 8.3 acre property located on the north side of Noor Avenue between El Camino Real and Huntington Avenue should be developed primarily with restaurants, retail commercial, offices, and theatre uses. Limited research and development uses should be permitted only on the east side of Huntington Avenue only if properly designed to mitigate visual or traffic impacts.

PLANNING AREA 8

AVALON/BRENTWOOD/SOUTHWOOD/CALIFORNIA GOLF COURSE



FIGURE NO. 24

PLANNING AREA NO. 8 - AVALON/BRENTWOOD/SOUTHWOOD/CALIFORNIA GOLF CLUB

General Description

This planning area is bounded by El Camino Real on the east, Westborough Boulevard on the north, Interstate 280 on the west, and the City limits with San Bruno to the south. There are three county islands in the area: Country Club Park (53 acres), the California Golf Club (188 acres), and Ponderosa School (10 acres).

There are four major single-family residential subdivisions within this area: Avalon, Brentwood, Southwood, and Country Club Park. They contain approximately 1,730 single-family dwelling units. Most of these structures are in good condition. Several of the older units, particularly in the Southwood and Country Club Park area, have been allowed to deteriorate and lack adequate maintenance.

There are approximately eight hundred multiple-family dwelling units located in the area mainly along Alida Way, Southwood Center, Kenwood Way, West Orange Avenue, and Westborough Boulevard. Approximately four hundred and fifteen of these units are designated exclusively for senior citizens.

There are three school sites in the area: Avalon, Ponderosa, and Southwood Schools. Ponderosa and Southwood Schools are currently used as full-time academic schools. Avalon Elementary school, closed in June 1978. now contains a day care center, offices for a Headstart program, the South San Francisco Chamber of Commerce, and the Friends to Parents Organization.

There are approximately seven (7) churches in this area. Most of these are located in the Country Club Park neighborhood.

The commercial properties along El Camino Real contain a variety of retail and service establishments, including a sizeable number of fast food restaurants.

Major projects constructed in this area between 1976 and 1982 include the Fairway office center, a Bank of America branch office, a McDonald's Restaurant, the El Camindium condominiums on El Camino Real; the Fairway apartments, Westborough Royale Board and Care Facility, and Bayview Federal Savings Bank on Westborough Boulevard.

Planning Issues

Certain uses along El Camino Real do not have adequate off-street parking. Both the Brentwood and Southwood Shopping Centers have a severe parking problem.

Policy 8-1	Existing fast food restaurants along El Camino Real should be allowed to expand only if adequate parking, circulation, landscaping, and design amenities are provided.
Policy 8-2	Any new uses proposed in the Brentwood or Southwood Shopping Centers should be less intensive with regard to required off-street parking requirements than current uses.

Policy 8-3 — Remodeling of the Brentwood Shopping Center and the upgrading of the adjacent City owned parking lot should be completed in the near future. A comprehensive sign program, additional landscaping, and upgraded building facades should be considered in the upgrading process.

There are a number of large, poorly designed freestanding signs located along El Camino Real. They create a poor visual image of the community and tend to give a cluttered appearance to the area.

Policy 8-4 — Existing large, on-premises business signs along El Camino Real should be replaced with low monument or wall signs when new construction or major remodeling occurs.

Policy 8-5 — To the extent legally practicable and to the extent that it is fiscally feasible from the city's viewpoint to do so, additional commercial billboards should not be permitted on El Camino Real in the future and existing billboards should be phased out.

Country Club Park has various land use problems including the lack of a sewer system, inadequate street improvements, narrow travel lanes, poor drainage, and insufficient lighting. Although this area has a unique rural character with farm animals and large lots, these deficiencies will eventually create a blighted environment if they are not addressed. This unincorporated area is located in South San Francisco's Sphere of Influence.

Country Club Park has a large concentration of churches, all located within close proximity of each other on Alta Vista Drive, Country Club Drive, and Alida Way. Many of the churches have an inadequate number of off-street parking spaces. Certain church activities, particularly during evenings and weekends, often create traffic and noise conflicts in the area.

Policy 8-6 — No portion of the Country Club Park area should be annexed unless the entire area is annexed.

Policy 8-7 — Country Club Park should remain a rural area retaining its rural characteristics with minimum lot sizes being three-quarters (3/4) of an acre per dwelling unit.

Policy 8-8 — Existing drainage and sanitary sewerage problems should be corrected in the Country Club Park and Avalon areas.

Policy 8-9

No additional religious institutions should be permitted in the Country Club Park neighborhood or in the immediately adjoining area.

Because of the close proximity of single-family residences to Avalon School, the reuse of surplus classrooms should remain very restrictive in type and nature. Private uses which create excessive traffic, night-time activities, noise, loitering, et cetera should not be permitted at this school.

Policy 8-10

The reuse of Avalon School buildings should only include very restrictive uses which are limited to non-intensive, light traffic generating, predominately day-oriented uses which are compatible with the adjacent neighborhoods.

The California Golf Course is a beautifully landscaped area which has many mature Cypress trees, rolling lawns, and wildlife. It is a very valuable open space area for the community even though it is not a public facility. Structures on this site include a club house, dining room, and support structures.

Policy 8-11

The California Golf Course should be preserved as a passive recreational facility. No residential or commercial development should be permitted on this property in the future.

Future Uses

The major land use designations for this area are: "Single-Family Residential" for the Brentwood, Avalon, Southwood, and Country Club Park neighborhoods; "Open Space" for the California Golf Course and four small neighborhood parks; "High Density Residential" along portions of Alida Way and Blondin Way; "Retail Commercial" along El Camino Real and the Brentwood Center; and "Planned Commercial" at the southwest corner of Westborough Boulevard and El Camino Real.

Three major housing projects are planned on Blondin Way. One project, containing fifty-four units, is an expansion of the Rotary Plaza Senior Housing Complex. The other two projects include a thirty-three and a thirty-six unit condominium project located on the west side of Blondin Way.

Policy 8-12	Additional senior citizen housing should be encouraged on land located along the east side of Alida Way and Blondin Way .

If the Avalon or Southwood School properties are ever sold, the future use of this school land should be compatible with the adjoining single-family uses.

Policy 8-13	Any new uses or structures on the Avalon or Southwood properties should consist of single-family dwelling units and/or park and open space uses which are compatible with surrounding uses.

The California Golf Course, Ponderosa School, and Country Club Park area are the remaining pockets of unincorporated land in this area. All three areas are designated within South San Francisco Sphere of Influence and should be annexed to the City.

Policy 8-14	All County Islands in the area should be annexed to the City only after improvements to deficient utility and roadway systems are made or otherwise guaranteed by the San Mateo County Board of Supervisors and/or by the affected property owners.

A small neighborhood park, owned by the South San Francisco Unified School District and maintained by the City of South San Francisco, is located on the south side of Avalon Drive between Granada Drive and Dorado Way and provides needed open space to the surrounding neighborhood.

Policy 8-15	The park area located adjacent to the Avalon School should remain as permanent open space.

PLANNING AREA 9

BURI BURI/WINSTON MANOR/SERRA HIGHLANDS



FIGURE NO. 25

PLANNING AREA NO. 9 - BURI-BURI/WINSTON-SERRA

General Description

The Buri-Buri/Winston-Serra planning area is bounded by the City limits to the north and west, Colma Creek to the east and Westborough Boulevard to the south.

The predominant land use in this area is single-family residential, although several neighborhood shopping centers and public facilities are also located in the area.

Nearly all of the residential areas were developed between 1946 and 1955.

The Commercial uses in this area are located along El Camino Real, with small shopping centers located at the intersection of El Camino Real and Westborough Boulevard and at the intersection of El Camino Real and Hickey Boulevard. A small island of commercial uses is also located at San Felipe Avenue and Serra Drive.

A large tract of unincorporated land in the area is the 31 acre McLellan Nursery on El Camino Real.

New development being constructed in the area includes the 92 unit townhouse project at the former El Rancho Drive-In site and the 4-story tower addition to Kaiser Hospital on El Camino Real.

Planning Issues

The re-use of public property is an issue of concern in this planning area. The sale or lease of school district properties such as El Rancho School is being considered.

Policy 9-1	The reuse of the El Rancho School site and buildings should only include very restrictive uses which are limited to non-intensive, light traffic generating, predominately day-oriented uses and which are compatible with the adjacent neighborhoods.

The McLellan Nursery site is an unincorporated area and is designated within the City's Sphere of Influence. Because of its topography and location between El Camino Real and the Buri Buri subdivision, this site should be considered for future residential development.

Policy 9-2

McLellan Nursery should be annexed to the City and designated "Medium Density Residential" along the El Camino Real frontage, "Low Density Residential" in the rear, and a small portion designated "Open Space".

The Winston Manor Shopping Center site is in poor condition, lacks adequate maintenance, and has poor on-site circulation and inadequate landscaping. The City has made efforts in the past to encourage the property owner to revitalize this shopping center. While some minor improvements have been made, additional revitalization effort is needed.

Policy 9-3

The City should immediately require a clean-up and renovation program by the property owner of the Winston Manor Shopping Center. No major expansion of this center should be allowed without the revitalization of the entire center being made.

Two circulation issues are of major importance in this planning area. The congestion at the El Camino Real and Westborough/Chestnut intersection is directly related to the incompleted extension of Hickey Boulevard easterly to connect with Mission Road and Hillside Boulevard. Several alternative connections to relieve the congestion at the Westborough intersection have been discussed over past years. The new alignment for the Hickey Boulevard Extension is proposed to pass through a vacant piece of property located south of the Macy's warehouse facility.

Policy 9-4

Hickey Boulevard should be extended easterly to connect with Mission Road and Hillside Boulevard.

Future Uses

Most of this planning area is designated "Low Density" Residential. The area is substantially "built-out". There are, however, a few remaining vacant properties which are expected to be developed in the future. These are discussed below:

Southerly Portion of Alta Loma School and Vacant City Property on Camaritas Avenue

The southeast portion of the Alta Loma School contains approximatey six acres of vacant and partially improved playground area. If this land is ever sold as surplus property, it should be developed with single-family residential uses.

The City owns a 1.33 acre parcel adjacent to the school property, west of the Camaritas stub street. This property was originally obtained for use as a public park. However, the 1980 Open Space Element states that because of the isolated location and small size of this property, it is not recommended to be developed as a park. Two alternatives are recommended: 1) Obtain additional adjacent land to make a larger park site. 2) Exchange this parcel for a parcel located next to Alta Loma Junior High School's Athletic field.

Policy 9-5	If the vacant property on the southeast side of Alta Loma Junior High School is declared surplus, it should be developed with low density residential uses.
Policy 9-6	The 1.33 acre "Lands of Botief" property should be exchanged or increased in area so that a larger park site can be created in the neighborhood.

El Camino Real. El Camino Real is designated "Planned Commercial". There are currently vacant and marginal uses located along El Camino Real. Certain of these uses are in need of upgrading, redevelopment, and/or renovation. There are an excessive number of signs and billboards, particularly between Arroyo Drive and the McLellan Nursery. The Treasure Island trailer court is expected to be upgraded or the use eventually changed. The existing storage yards on the east side of El Camino Real would be logical sites for future manufactured housing or mobile home park projects, apartments or offices.

Policy 9-7	The Treasure Island Trailer Court should be substantially upgraded.
Policy 9-8	The vacant and underutilized properties located along El Camino Real should be improved for high quality residential uses such as the Club View Apartments or for commercial uses.
Policy 9-9	To the extent legally practicable and to the extent that it is fiscally feasible from the city's viewpoint to do so, all off site commercial advertising signs along El Camino Real should be phased out.

Northeast corner of Westborough Boulevard and Junipero Serra Boulevard (The Button Property)

The County of San Mateo owns this 8.8 acre vacant property. It is designated as "Proposed Open Space" and is located in South San Francisco's Sphere of Influence. Because of its limited access and its use as a natural drainage area, no significant development or grading should be permitted on this site.

Policy 9-10 — The County of San Mateo's "Button Property" located on the northeast corner of Westborough Boulevard and Junipero Serra Boulevard should remain as permanent open space.

Policy 9-11 — The "Button Property" should be annexed to the City.

Serra Vista School

There is vacant undeveloped land located on all sides of the Serra Vista School site. Because of steep slopes and their proximity to single-family dwellings, future development of this land should be limited only to low density, single-family dwellings.

Policy 9-12 — Surplus undeveloped property located on the Serra Vista School site should only be developed with single-family, low density residential development.

PLANNING AREA 10

WESTBOROUGH

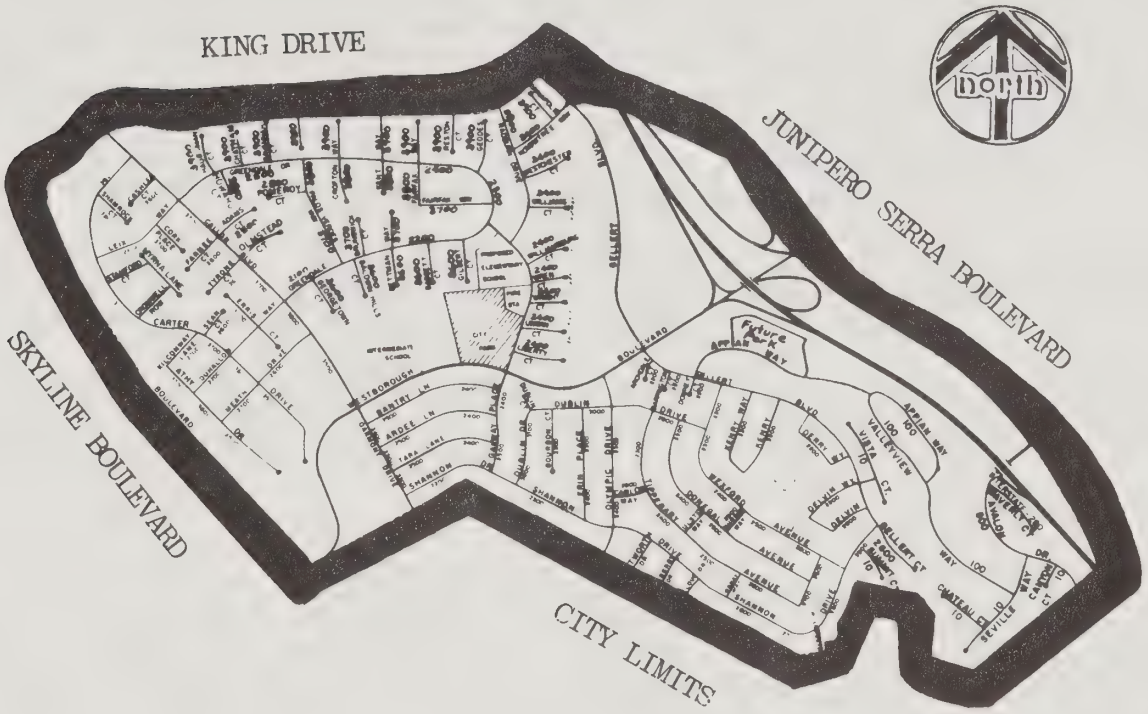


FIGURE NO. 26

PLANNING AREA. 10 - WESTBOROUGH

General Description

This planning area is located between Junipero Serra Boulevard and the westerly City limit line. It was developed in the late 1960s and 1970s and contains approximately 1,250 detached single-family dwellings, 1,100 attached townhomes, and 1,200 condominium and apartment units. Three public parks are located in the area. Fire Station No. 4 is on Galway Drive. There are two schools in the area, Westborough Junior High and Foxridge Elementary. Shopping centers are located north of Westborough Boulevard on Callan Boulevard and on Gellert Boulevard. Major arterials in the area include Westborough Boulevard, Callan Boulevard, King Drive, Skyline Boulevard, and Gellert Boulevard.

Between 1976 and 1982, major commercial developments have been built in the area, including K-Mart, Best Products, and Gellert Square on Gellert Boulevard and the Westborough Professional Center on Westborough Boulevard.

Major residential developments constructed since 1976 include Westborough Way, Colina (Phase II), St. Francis Terrace (Phase I) and Skyline Village. These projects contain a total of 529 units.

Planning Issues

The residential density in this area ranges from about seven dwelling units per net acre for detached single-family dwellings located in the southern part of the area, to about thirty dwelling units per net acre for multiple-family units located along Radburn Drive, Callan Boulevard, Westborough Boulevard, and Carter Drive. Most of the townhomes have been developed at about 10-12 units per net acre.

In the Westborough Planned Community there are six major vacant properties. These parcels include two properties on Carter Drive, the School District property on Galway Drive, a site at Oakmont Drive and Westborough Boulevard, the commercially zoned properties on the west side of Gellert Boulevard, and vacant residential property on Appian Way at Gellert Boulevard. A brief discussion of each of these properties follows.

Carter Drive and Callan Boulevard

This vacant 2.8 acre property is located on the northwest corner of Carter Drive and Callan Boulevard. A recent geotechnical investigation indicates the main trace of the San Andreas Fault is located immediately west of this property, and a secondary trace runs through a portion of the property.

A parcel of approximately 1.6 acres is located on the west side of Carter Drive between Kilconway Lane and Cromwell Row. A recent geotechnical investigation indicates that the main trace of the San Andreas Fault is located approximately 250 feet east of this property.

(See Supplemental Geologic Report, Carter Park #2, Carter Drive, South San Francisco, prepared by Berlogar Long & Associates, dated June 19, 1982).

Policy 10-1

The vacant properties located on Carter Drive and Callan Boulevard should be developed with condominium townhomes or rental units.

Galway

The South San Francisco Unified School District owns an approximately 5.5 acre parcel on the west side of Galway Drive between Radburn Drive and Wren Court. The site, which is designated medium density on the Land Use Diagram, is surrounded by townhouses to the north and west, condominiums to the east, and the Westborough Fire Station and Westborough Park to the south.

Policy 10-2

Future private development of the Galway School site should be compatible with and similar in design to residential properties in the surrounding area and at a density not to exceed 15 dwelling units per net acre.

Oakmont and Westborough

This property contains approximately 10.3 acres. The main trace and approximately two secondary traces of the San Andreas Fault traverse this property adjacent to Westborough Boulevard. The property contains steep, sloping banks.

The property is designated Low Density on the Land Use Diagram. Detached single-family dwellings or a low density cluster development would be an appropriate use for the site.

Policy 10-3

The vacant Oakmont-Westborough property should be developed with low density, single-family detached or cluster residential development and be designed to be compatible with the adjacent single-family dwellings. Direct vehicular access from the site to Westborough Boulevard should not be permitted.

Gellert Boulevard

There are approximately twenty acres of vacant land located on the west side of Gellert Boulevard, north of Westborough Boulevard. There are very steep slopes located along the entire west side of this property, which greatly restricts the amount of useable site area which can be developed. Extensive landscaping

and/or other erosion control measures should be required for the slope area as a condition of any further development.

Policy 10-4 — The remaining vacant commercial properties along Gellert Boulevard should be developed with office and/or commercial uses.

Westborough and Gellert Boulevard Intersection

Traffic studies previously prepared for the Westborough Boulevard/Gellert Boulevard intersection indicate that serious traffic congestion and circulation problems exist in this area. The backing up of traffic onto Interstate 280 during afternoon peak periods, turning movement difficulties on Gellert Boulevard, and hazardous median openings in the immediate area are on-going problems. Several improvements to this intersection have been completed, including the restriping to six lanes of Westborough Boulevard and the lengthening of the eastbound left turn lane from Westborough Boulevard to Gellert Boulevard.

In 1982 the Level of Service at this intersection was at LOS "D". Projected traffic in a total build-out situation would reduce the level of service level at this intersection to "F" unless mitigation measures are implemented.

Policy 10-5 — Additional improvements to the Westborough Boulevard/Gellert Boulevard intersection should be made to achieve a long range Level of Service of no worse than LOS "D".

Policy 10-6 — No driveway openings from Westborough Boulevard to commercial properties on the west side of Gellert Boulevard should be permitted in the future.

Appian Way/Gellert Blvd.

There are approximately 7.6 acres of vacant steep sloping property between Gellert Boulevard and Appian Way, south of Westborough Boulevard. This site is part of a three phase, 156 unit Townhouse Condominium project approved in 1979 (St. Frances Terrace). The first 47 unit phase located easterly of Appian Way has been constructed. The vacant site is proposed to contain the final two phases (109 units) of the project.

Policy 10-7	The remaining vacant property located between Gellert Blvd and Appian Way should be developed as a townhouse condominium development at substantially the same density, design, and quality as the St. Francis Terrace Phase I development.

VI. SPECIAL STUDY AREAS

DOWNTOWN BUSINESS DISTRICT

Downtown Business District

General Description

The Downtown Business District which is bounded by Airport Boulevard on the east, Spruce Avenue on the west, Miller Avenue on the north and Baden Avenue on the south, has traditionally served as the commercial center of South San Francisco. Most of the commercial services and retail uses that South San Francisco residents needed in early years were provided in the Downtown area. As the population grew and the area of the City expanded, particularly during the 1950's and 1960's, the downtown business district gradually lost its position as a significant retail center. This was mainly due to the establishment of regional shopping centers (i.e. Tanforan and Serramonte) and the construction of various neighborhood and community shopping centers.

A land use survey of the Downtown area was conducted in February and March, 1982. It indicated a total of one hundred fifty-four businesses and other uses are located within the downtown commercial area. This included thirty-seven service establishments, thirty-six retail businesses, twenty-three offices, six hotels, two used goods stores, three discount stores, two wholesale establishments and twelve apartment complexes.

In 1980, a $1.8 million dollar improvement project was completed for a four block portion of Grand Avenue between Airport Boulevard and Spruce Avenue. The improvements included new landscaping, lighting, decorative sidewalks, drainage, street furniture, new pavement and wider travel lanes. These improvements have beautified the street while correcting drainage, sewerage, and traffic safety problems.

Between 1974-82, a number of deteriorated buildings were remodeled and rehabilitated. The major projects include: The State Theatre, Bocci Office Building, Croation Society, Liberty Bank, Levy Brothers Clothing Store, Rousso's Dress Shop, El Charro Restaurant, Penna Realty, and Bayview Federal Savings.

Planning Issues

The area still contains substandard and blighted buildings, lack of adequate off-street parking, traffic congestion, and a general array of marginal uses including bars, second hand stores, residential hotels, and auto repair and service shops.

A 1976 "Condition of Buildings" survey indicated that about 50% of all structures on Grand Avenue, between Airport Boulevard and Maple Avenue were in standard condition. The structural condition of the remaining 50% ranged from "rehabilitation questionable" to "rehabilitation feasible".

A 1978 Economic Analysis indicated that the five most needed improvements in the Downtown Business District, presented in order of importance were as follows:

- Additional off-street parking.
- Increase in the selection of stores and restaurants.
- Improvement of physical environment.

- Increase in the selection of merchandise in existing stores.
- Improved traffic circulation.

Parking

In 1951, Parking District No. 1 was established by the City to acquire land and improve public parking lots in the Downtown area. During the past thirty-three years, there have been nine (9) public parking lots established in the area which provide approximately three hundred and twenty-seven off-street parking spaces. There are approximately four hundred and ten on-street metered parking spaces located throughout the Downtown area. One hundred sixty spaces are located along Grand Avenue, seventy-nine along Baden Avenue and Miller Avenue and one hundred seventy-one along the side streets. This results in a total of approximately seven hundred and thirty-seven on-and off-street public parking spaces in the area.

Exterior Design

Many of the buildings in the downtown lack maintenance and architectural treatment. Certain buildings offer a great potential for rehabilitation and restoration. There are also an excessive number of signs in the area. Many of these signs are out of scale with the buildings. Oversized and unimaginative signs also create a poor image of the area.

Traffic and Circulation

In 1981, Grand Avenue carried approximately 8600 vehicles per day. In the event a significant number of new and rehabilitated commercial/residential uses are established in the area in the future, traffic congestion will become a more serious problem than it is today.

The East Grand Avenue Grade Separation Project includes a new southbound off-ramp on Airport Boulevard at Miller Avenue. This improvement may provide an opportunity for the City to reconsider a one-way street couplet system for the downtown area.

Truck unloading also continues to be a major problem along Grand Avenue. Many large trucks continue to park in parking spaces which are designed for automobiles. Specific truck loading areas need to be provided, preferably along the lanes located at the rear of the Grand Avenue properties.

Future Uses

The land use diagram designates the Grand Avenue commercial center as "Planned Commercial". Certain substantial buildings in the Downtown Business center should be rehabilitated and remodeled. Certain older buildings should, however, be demolished. Construction of new mid-rise buildings will depend on whether it is financially feasible for developers to acquire and assemble the smaller lots which exist in the area.

Downtown Business District Land Use and Circulation Policies

Policy D-1	The Downtown Business District should be revitalized to serve predominantly as a neighborhood and community commercial center.
Policy D-2	Mixed uses and residential developments including apartment, condominiums, apartment hotels and senior citizen housing developments should be encouraged within or in close proximity to the Downtown area.
Policy D-3	The City should investigate new business incentives to encourage the establishment of a greater variety of quality businesses in the area.
Policy D-4	The establishment of any additional adverse uses such as bars, second-hand stores, stores selling "seconds", video amusement arcades and warehousing should be prohibited in the downtown area in the future.
Policy D-5	The City should prepare and implement a Master Parking Plan for the area which would set forth estimated parking needs and means to implement parking programs.
Policy D-6	Major new uses in the area should be required to provide adequate off-street parking on site.
Policy D-7	A redevelopment project should be considered in the easterly portion of the downtown business center. Selective, rather than wholesale, acquisition and demolition of buildings should be considered in the 100 and 200 block of Grand Avenue.
Policy D-8	The development of rear store entryways should be encouraged to provide direct access to rear parking areas located along Baden and Miller Avenues.
Policy D-9	The City should consider selling air-right leases above existing public parking lots in the downtown area to provide spaces for additional residential and commercial development.
Policy D-10	Measures should be taken to divert through-traffic around the periphery of the downtown and thereby decrease traffic congestion and improve safety on Grand Avenue.
Policy D-11	Shuttle bus service should be established which would connect downtown to SamTrans bus lines, the

Cabot, Cabot and Forbes and Utah industrial areas, the Gateway Center and the Cal Train Commuter Station.

Policy D-12 — Amusement arcades should not be permitted in the Downtown area.

Policy D-13 — Adult entertainment establishments should not be permitted in the Downtown area.

Policy D-14 — Additional pedestrian walkways should be established between Grand and Miller Avenues in order to provide convenient access between parking lots and shopping areas.

Policy D-15 — The renovation of architecturally significant buildings should be encouraged.

Policy D-16 — The City should support the continuation of festivals in the Downtown area.

Policy D-17 — High quality signs, including wood carved, individual letters, canopy signs and professionally painted signs should be encouraged. To the extent legally practicable and to the extent that it is fiscally feasible from the city's viewpoint to do so, off-site advertising signs, signs on the sidewalks, and signs which advertize specific products should not be permitted.

Policy D-18 — Colorful canopies and muted wall colors should be encouraged in the downtown area.

Policy D-19 — No new banks should be permitted on Grand Avenue.

Policy D-20 — New buildings in the downtown area should be architecturally sensitive to their surroundings.

SHORELINE DEVELOPMENT

Shoreline Development

South San Francisco's concern over the future development along the Bay has a long history. The concern dates back at least to 1962 when the General Plan proposed a major park along the entire length of the City's waterfront. This park proposal was refined in the late 1960's when the 1969 General Plan, entitled "Orderly Growth", was adopted by the City Council. It proposed two main segments for the Shoreline Park: Oyster Point along the northern shore and the Belle Air Island area to the south. In 1972 the Shoreline Regional Park was designated for "Special Study" in the City's Open Space and Conservation Element of the General Plan.

In 1976, the City prepared a "Shoreline Development Study" which included an inventory of existing conditions, natural features, ownership patterns, proposed uses along the shoreline, a suggested trail system and a design study. In 1977, the City adopted "Specific Plan No. 1" which described a detailed plan for providing pathways, landscaping and the preservation of a natural estuary located along the southerly portion of the shoreline in the proximity of Belle Air Island.

In 1980, the City adopted a revised Open Space Element. It supported the strict regulation of the Shoreline to assure that property owners provide for public access, amenities and compatible developments adjacent to the Bay.

Over two and a half miles of shoreline have now been secured for public access either through public ownership or through agreements with private owners for public access.

The previous shoreline studies have been undertaken on the premise that the Bay is a vital natural resource and, wherever feasible, the public should have the right to walk along the water's edge. This premise gives due consideration to public safety and to development rights of private owners.

Most of the shoreline is designated Open Space on the Land Use Map. The area within 100 feet of the mean high tide line and within Bay Conservation and Development Commission (BCDC) jurisdiction must be landscaped and access provided as a part of any private or public developments. Many of the properties along the northerly portion of the Bayfront are zoned "Open Space". Landscaping and access trails have been installed on properties located east of the intersection of Forbes Boulevard and Point San Bruno, south of Michele Court and Haskins Way.

The following are the seven major categories of uses along the Shoreline:

1. Industrial Development

   This category includes land on the west side of the Oyster Point Business Center, properties of Merck Company and Fuller O'Brien Company land around the South San Francisco Sewage Treatment Plant, sou th of Swift Avenue and southeast of Forbes Boulevard and Point San Bruno Boulevard.

2. Undeveloped Land. This category includes vacant land on the south and east sides of the Oyster Point Marina and on the remaining Haskins property fronting the San Bruno Canal.

3. Rocky Beach. Rocky beaches lie on the easterly portion of U.S. Steel land, to the west of the berth at the Oyster Point Marina, along the United Parcel property and on the northern shore of Merck Company land.

4. Rip-Rap. Areas of rip-rap, large boulders or remnants of old concrete foundations and pilings lie along the northern edge of Oyster Point Business Center and along portions of Cabot, Cabot & Forbes (CC&F) Industrial Park land north of Point San Bruno.

5. Ornamental Landscaping. This category includes areas of attractive and ornamental plantings, such as along the shoreline of the DiSalvo Trucking Company in the Cabot, Cabot and Forbes Industrial Park, and on land backing up to the rip-rap areas of the previously mentioned CC&F property north of Point San Bruno.

6. Indigenous Growth. Areas of indigenous growth, characterized by mudflats and salt marshes of native vegetation, lie along the inlet that reaches into the Wildberg Brothers property, along the San Bruno Canal south of the Haskins property, around Belle Air Island, and along the shoreline of the United Airlines maintenance facility.

7. Commercial Recreation. This category includes the Oyster Point Marina and it's related facilities.

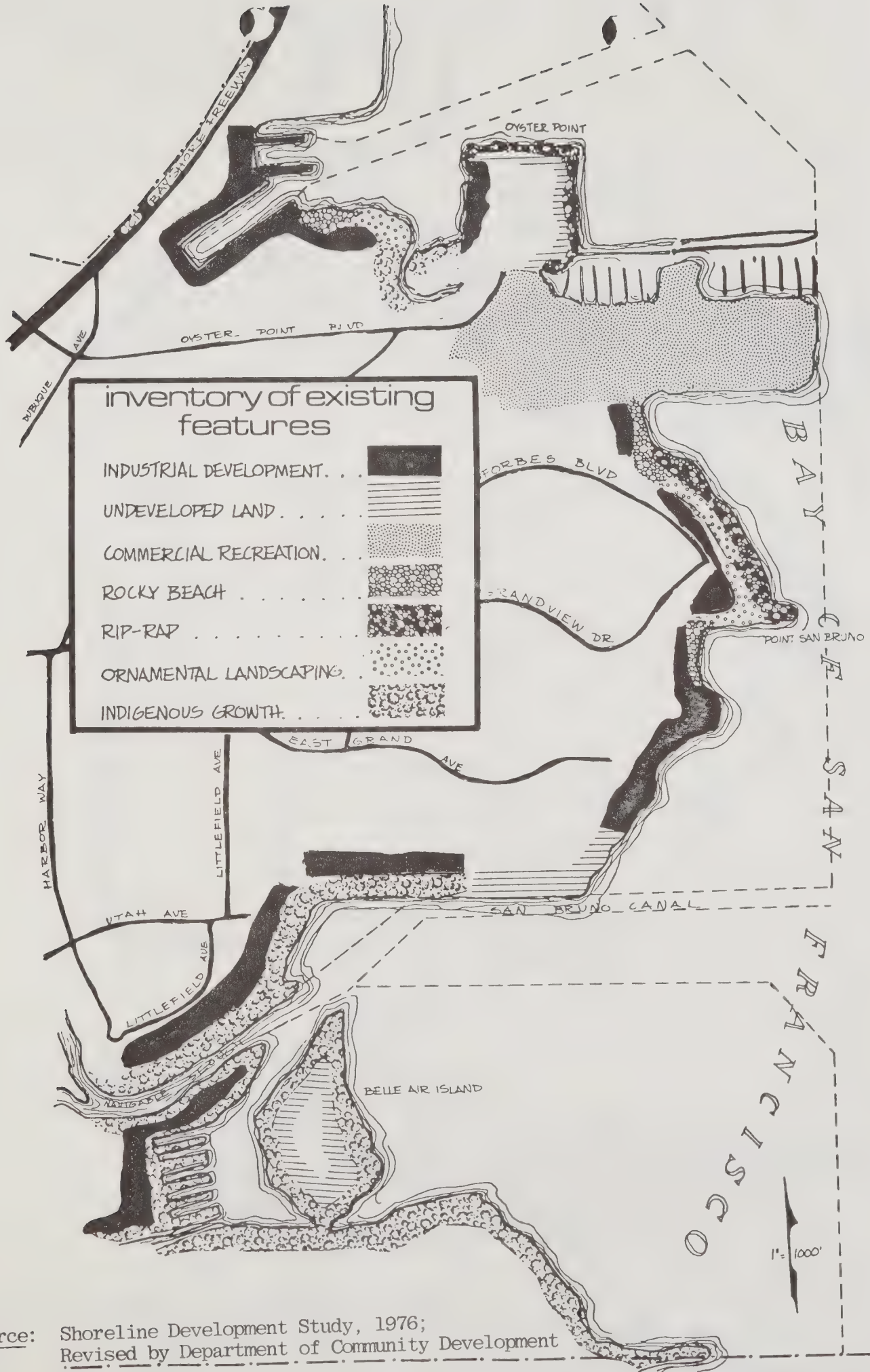
An analysis of the natural recreation resources and eco-systems of the shoreline revealed that the two categories are very much related and interdependent. By strengthening marine related eco-systems through the maintenance and reintroduction of indigenous plant life, salt marsh and mudflat environments supportive of a variety of animal life can be created and, in turn, used to support a variety of human recreational activities such as fishing, bird watching, and clamming or other forms of shell fishing.

Sustained natural shoreline environments could also support educational activities by becoming open-air laboratories for biological and ecological study. Natural shoreline environments such as marshlands and mudflats are areas characterized by brackish water (a mixture of sea and fresh water) and marsh plants that are adapted to varied ranges of salt concentration in the soil and submergence in the water. This situation results in varied patterns of plants growing in bands or zones which are determined by the time and depth of salt water submergence. Those bands of plant life at low tide would approximate the following diagram.



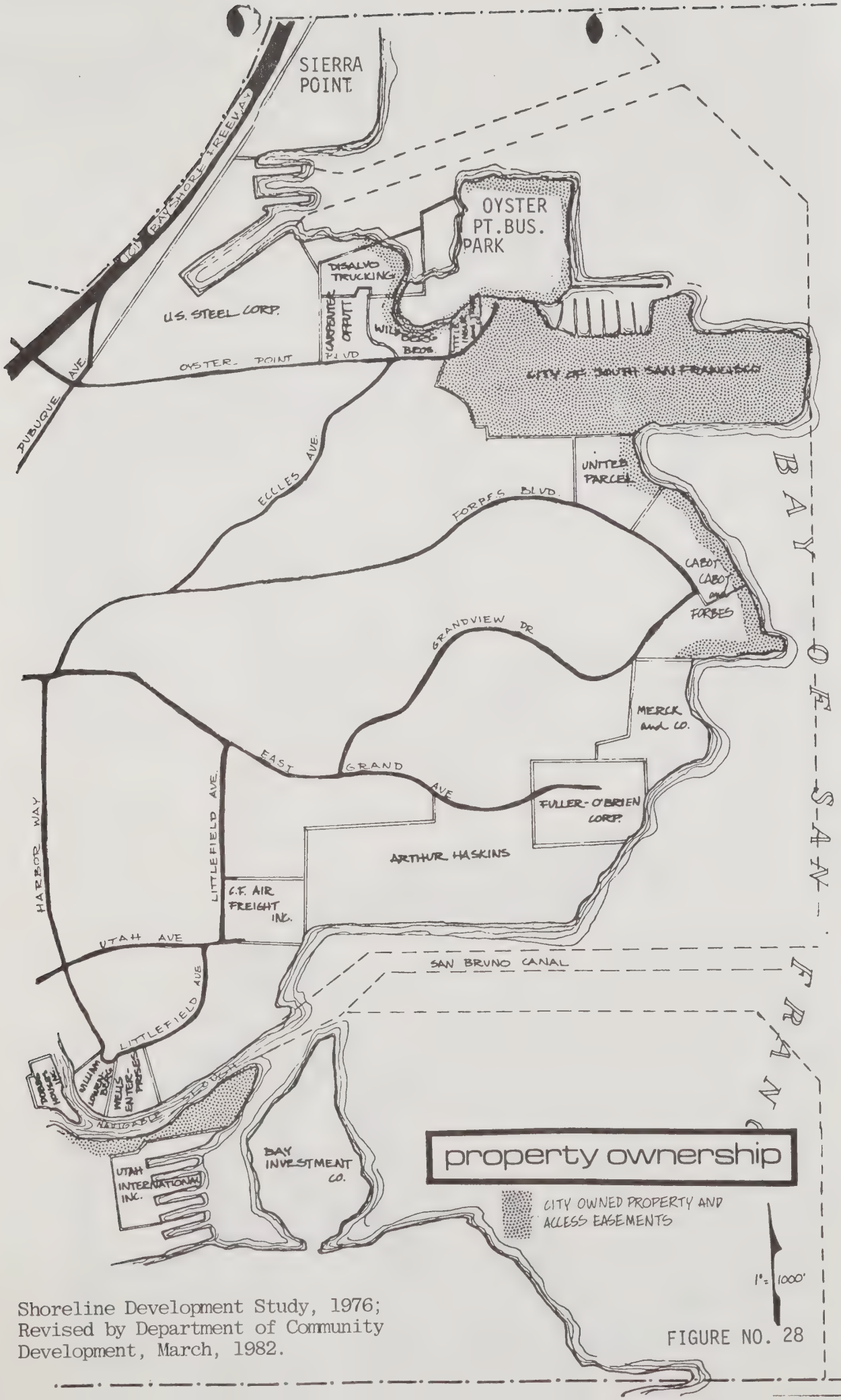
Shoreline Policies

Policy S-1	All properties indicated on the General Plan as having "Open Space" along the Bayfront should be zoned OS - Open Space in the Zoning Ordinance.
Policy S-2	As a condition of development, shoreline property owners should be required to construct, install and thereafter maintain the physical improvements necessary to fulfill the open space requirements of the City and BCDC.
Policy S-3	Shoreline improvements should include, but not be limited to, pathways, landscaping, vista points, identification and directional signs, benches, and trash containers.
Policy S-4	Natural areas including natural flora, estuaries, beaches, and mudflats should be preserved and enhanced and native plants reintroduced at the water's edge.
Policy S-5	Opportunities for fishing, swimming, bird watching, picnicking, bicycling, walking and shell fishing shall be provided along the shoreline wherever feasible.
Policy S-6	Dredging and filling of the Bay should be strictly limited to those projects which will return the Shoreline to a natural environment.
Policy S-7	Land owners should be required to enter into agreements and/or record deed restrictions which set forth the minimum improvements and access required to fulfill the City's and BCDC requirements for Shoreline Development.



Source: Shoreline Development Study, 1976;
Revised by Department of Community Development
March, 1982.

FIGURE NO. 27



Source: Shoreline Development Study, 1976; Revised by Department of Community Development, March, 1982.

FIGURE NO. 28

Source: Shoreline Development Study, 1976; Amended 1982 by Department of Community Development.

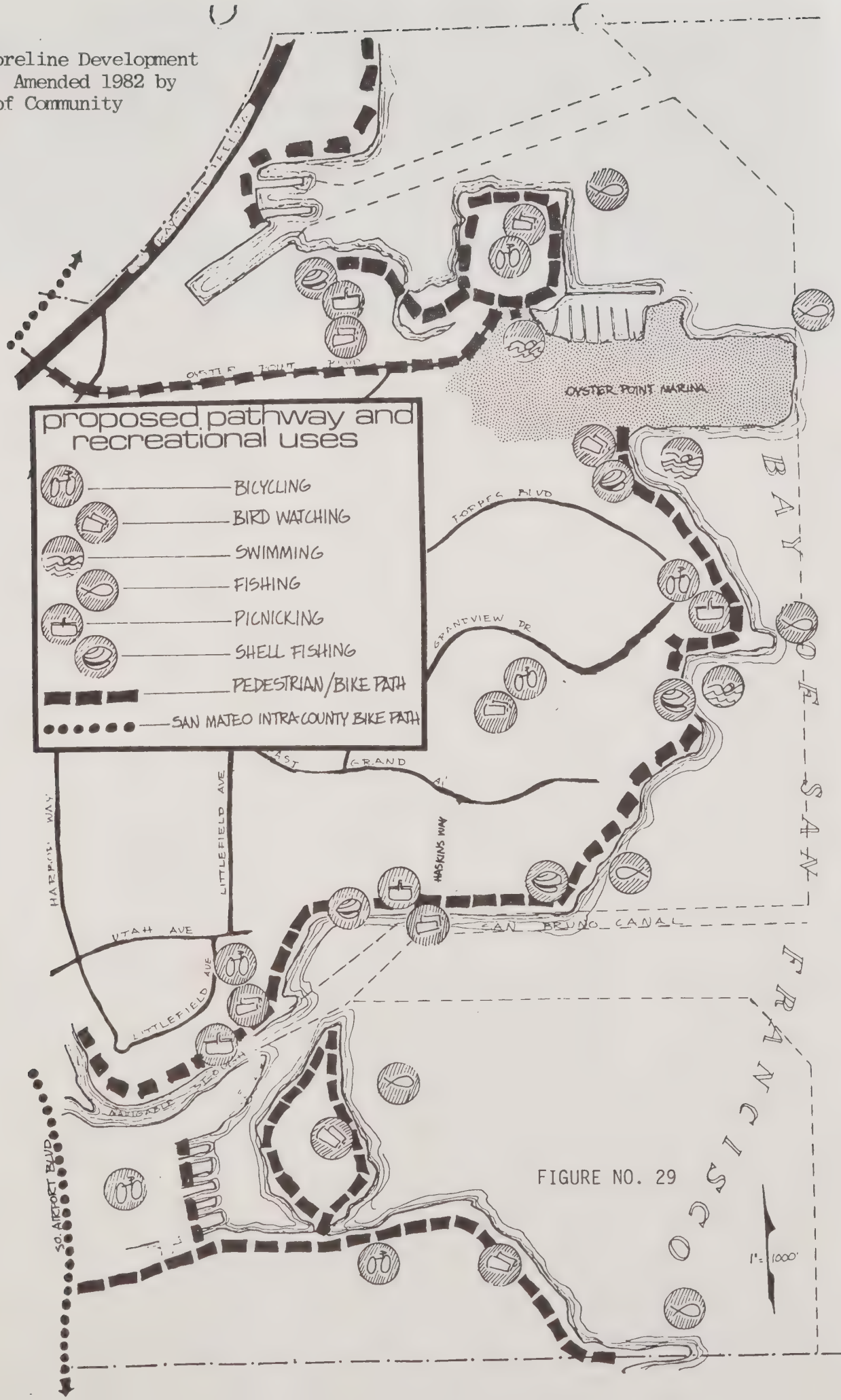


FIGURE NO. 29

LAND USE DIAGRAM

CITY OF
SOUTH SAN FRANCISCO


N
Hickey Blvd (Extension)
Hillside Blvd
Hillside Blvd (Extension)
Mission Rd
El Camino Real
Grand Ave
Oyster Point Blvd
Forbes Blvd
Gateway Blvd
Airport Blvd
Westborough Blvd
Junipero Serra Blvd
King Dr
Skyline Blvd
Hickey Blvd
Dubuque
Crestwood
Chestnut Ave
Eucalyptus
Park Way
Spruce
Orange
Lux
Linden
Maple
Myrtle
Magnolia
Victory
Willow
Ralston
Rollingwood
Rockwood
Alta Vista
Hayerwood
Shaw
Ogden
Miller
Mayfair
No Canal
So Canal
So Spruce Ave
So Linden Ave
San Mateo Ave
Harbor Way
Mitchell
Shell
Grandview Dr
E Grand Ave
Utah Ave
Oakmont
Alta Mesa
Arroyo
Del Monte
Sunshine Gardens
Alta Loma
Dunlap
Ciaf
Arlington
Dorset
Sunshine
Mendosa
Sea Terrace
Crestview
Gardenside
Gardenia
Grendale
Gardiner Blvd
Fleming
Cascade
Mayfair
Glenwood
Shannon
Olympic
Monterey
Wellington
Verdant
Vallejo
Rollingwood
Hayerwood
Alta Vista
Ralston
Willow
Victory
Maple
Myrtle
Magnolia
Mitchell
Shell
Grandview Dr
Oakmont
Shaw
Ogden
Miller
Mayfair
No Canal
So Canal
So Spruce Ave
So Linden Ave
San Mateo Ave
Harbor Way

AMENDMENTS TO THE LAND USE, CIRCULATION AND TRANSPORTATION ELEMENTS OF THE GENERAL PLAN

Case No.	Description	Approval Date	Resolution No.
GP-84-26	Gateway Blvd. Extension	P.C. 9/6/84 C.C. 9/26/84	P.C. 2351 C.C. 152-84
GP-84-27	Grand, Tamarack, Land Use Amendment	P.C. 12/13/84 C.C. 2/27/85	P.C. 2353 C.C. 49-85

EXHIBIT "B"
P.C.Mtng.9/6/84

[INSERT THE FOLLOWING POLICY AND NARRATIVE AFTER POLICY 83 OF THE CIRCULATION AND TRANSPORTATION ELEMENTS OF THE GENERAL PLAN AS ADOPTED BY THE CITY COUNCIL ON JUNE 27, 1984]

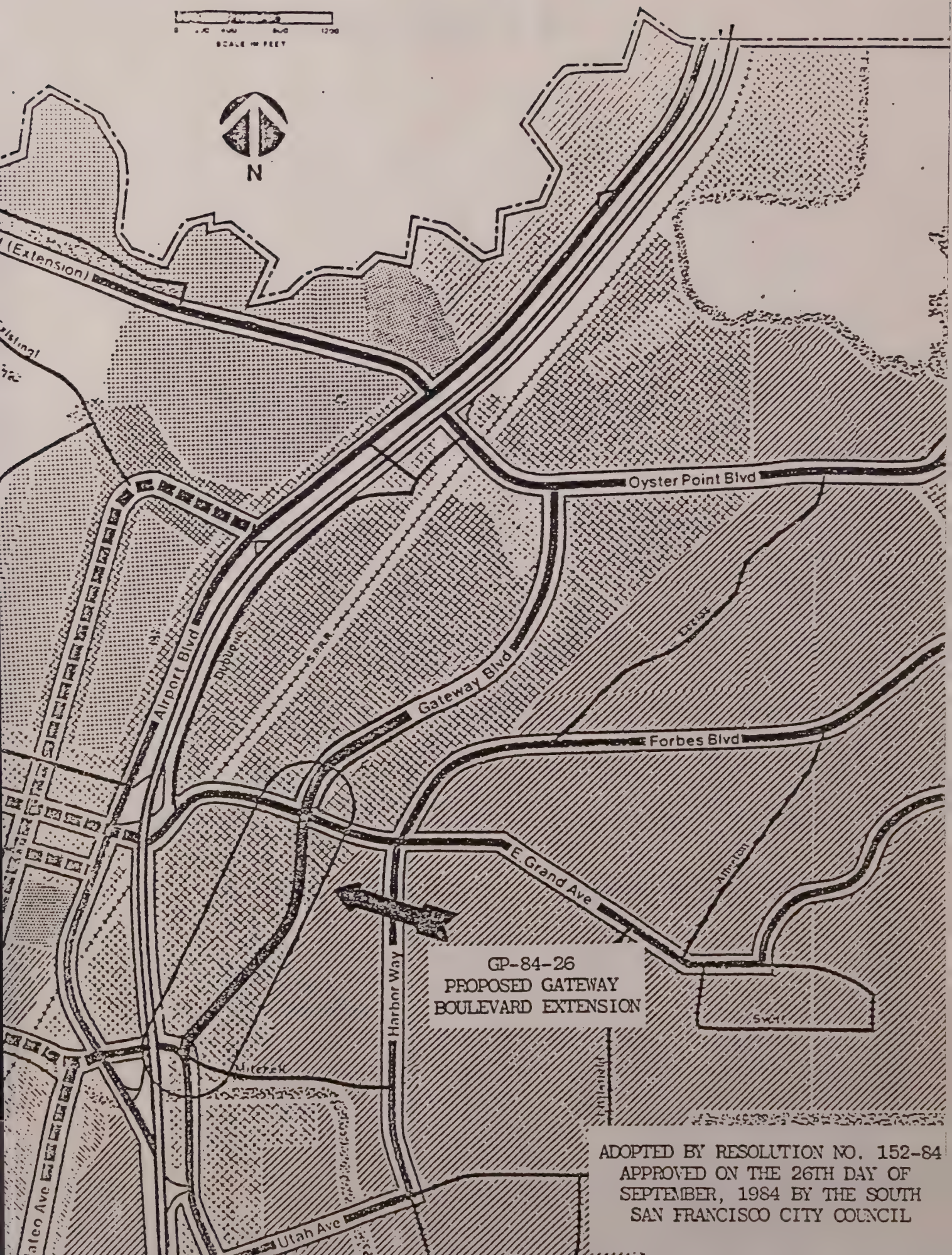
9. Gateway Boulevard Extension. The Gateway Boulevard Extension project, located between East Grand Avenue and South Airport Boulevard, will provide an additional north-south Major Arterial thoroughfare between the Gateway Project, South Airport Boulevard and San Francisco International Airport. This project will contain four travel lanes and a median divider. It should help alleviate some of the traffic volumes along a portion of Highway 101 and in the downtown area.

Policy 83a The Gateway Boulevard Extension project, located between East Grand Avenue and South Airport Boulevard, should be constructed in conjunction with the Gateway Project no later than 1990.

ADOPTED BY RESOLUTION NO. 152-84
APPROVED ON THE 26TH DAY OF
SEPTEMBER, 1984 BY THE SOUTH
SAN FRANCISCO CITY COUNCIL

Exhibit "A"
P.C. Mtng. 9/6/84

OUTH SAN FRANCISCO



ADOPTED BY RESOLUTION NO. 152-84
APPROVED ON THE 26TH DAY OF
SEPTEMBER, 1984 BY THE SOUTH
SAN FRANCISCO CITY COUNCIL

GENERAL PLAN AMENDMENT GP-84-27

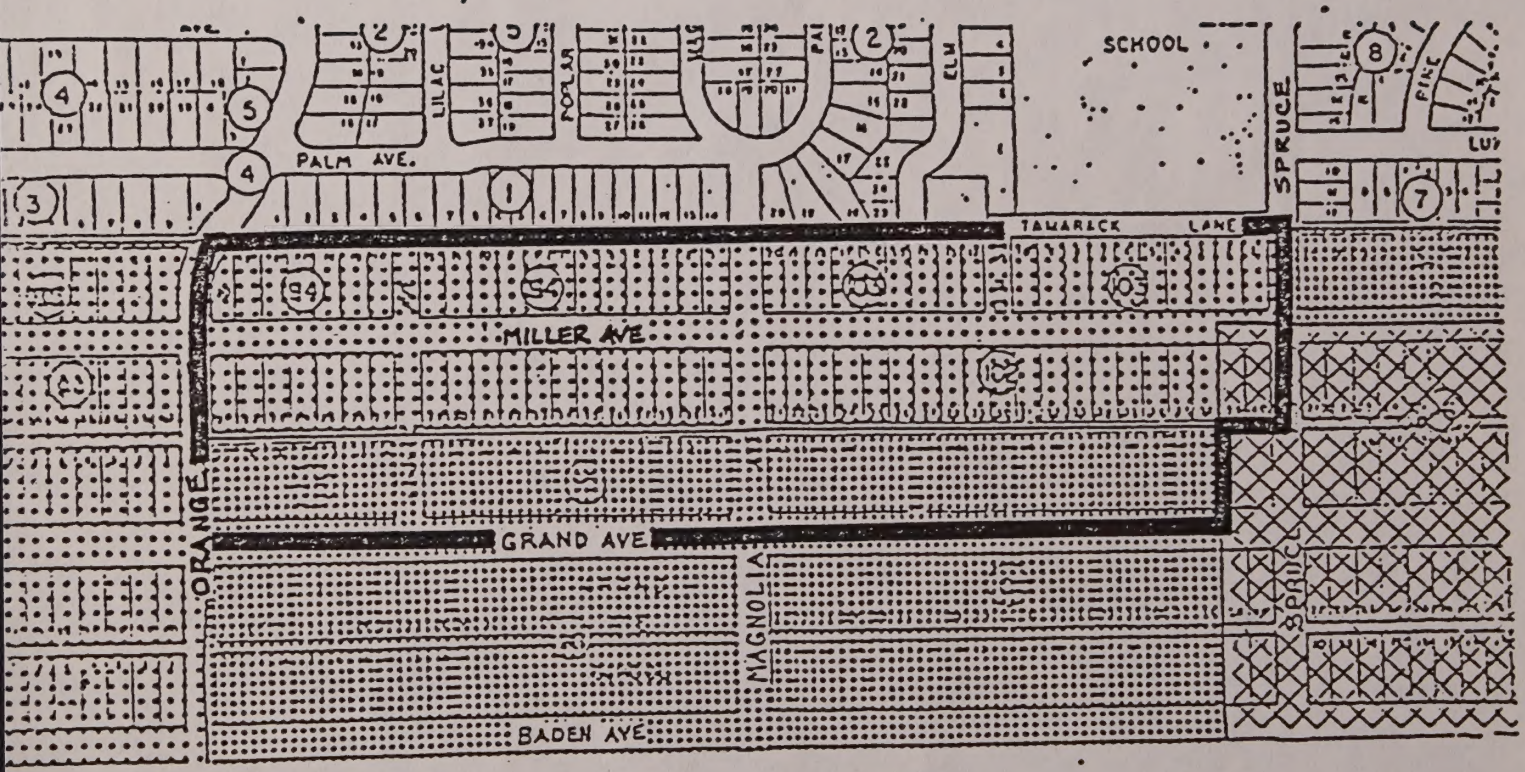


EXHIBIT "A" TO
RESOLUTION NO. 2353
ADOPTED BY THE SOUTH SAN
FRANCISCO PLANNING COMMISSION
ON THE 13th day of
DECEMBER 1984

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